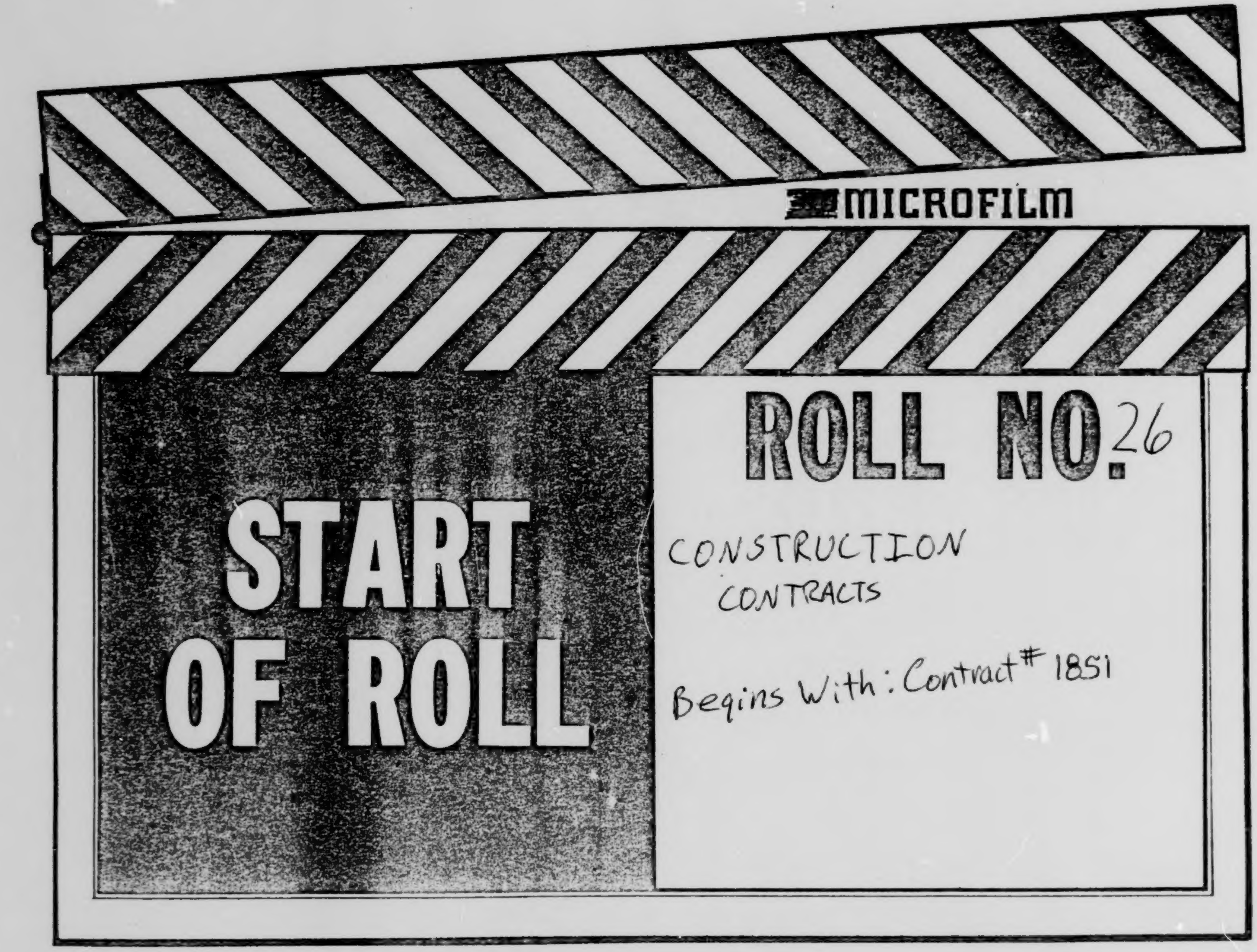

MICROFILM

START OF ROLL

ROLL NO. 26

CONSTRUCTION CONTRACTS

Begins With: Contract # 1851

CONTRACT# [redacted] 1851

150-C Toledo-Simpson Creek Sec., 1936
Corvallis-Newport Hwy.
1851
Folder # 2

RECEIVED
AUG [illegible] 1942
FOR FILING

150-C

August 22, 1942

Mr. J. T. Pasquill
Public Accountant
Failing Building
Portland, Oregon

Dear Sir:

In accordance with your letter of August 21 we are enclosing certified copies of Estimate Vouchers Nos. 10, 11, and 12, for Oregon State Highway contract No. 1251, with Consolidated Highway Company, for grading, surfacing and oiling the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County.

You will note that the period covered by each Estimate Voucher is given in the box located in the lower left-hand corner of the voucher.

If we can be of any further service to you do not hesitate to ask.

Very truly yours,

Secretary

DGD:RS

cc - S. H. Probert

NOTED
D. G. DeSart

GENERAL AUDITS
FACTORY AND MANUFACTURING COSTS
ACCOUNTING SYSTEMS
INCOME TAX COUNSELOR

FAILING BUILDING
PHONE
ATWATER 7340

J. T. PASQUILL
PUBLIC ACCOUNTANT
PORTLAND, OREGON

August 21, 1942.

State Highway Commission,
Salem, Oregon.

RE: United States Fidelity & Guaranty Co.
VS
Consolidated Highway Co - Latourette
Estate - Toledo Job #1851

Gentlemen:-

In checking the exhibits on file with the Federal Court, we are unable to locate your estimates number 10, dated September 15th, 1937, $3,837.23, and number 11, dated September 25th, 1937, $11,586.17. May we have a copy of each of these estimates.

Estimate number 12 at the top shows work done to September 22, 1937 - Final.

In this instance the date is very important, and we would like to know the exact period covered by each of these estimates - #10, 11 and 12.

If it is at all possible, we would greatly appreciate having these papers on Monday morning.

Respectfully,

J. T. PASQUILL
BY G B Vandewater

GBV/LKH

RECEIVED
AUG 22 1942
STATE HIGHWAY COMMISSION

RECEIVED
MAR 12 1941
FOR FILING

150-C

March 11, 1941.

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

Reference is made to your inquiry of March 7, concerning the state's position as to payment for water on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contracted to the Consolidated Highway Company, bids for which were opened on April 16, 1936, with the completion date of September 30, 1936.

We believe that you have been misinformed when you state that the oiling was delayed at the request of the state until the 1937 season. Every opportunity was given the contractor to complete in 1936, and even an adjustment of the specifications was made as late as September 19, 1936, to enable him more easily to complete the work. I quote certain paragraphs from a letter over the signature of F. D. Eason, Division Engineer, dated September 19, 1936:

> "You are advised that the new specifications may be used on this work, which will eliminate the second seal called for under your contract. As previously called to your attention, it is highly essential that we get started on this oiling work on the Newport section immediately.
>
> "The oil for the Toledo-Olalla Creek and Olalla Creek-Simpson Creek Sections should not be applied until the macadam is completed and prepared properly for oiling work. If this is not put in proper order for oiling by the end of your contract period, it will be necessary to omit the oiling until the next oiling season in 1937. The ordering of this oil should not be done until the section is approved for oiling by our engineer."

The weekly reports on this job indicate that failure to complete in 1936 was due to lack of equipment for the several jobs which the contractor had in this vicinity. Typical quotations from the resident engineer's weekly reports follow:

> Contractor promised to get a pull blade grader on the job this week, but it did not arrive. A power blade is the only equipment available on the job, but this does not have power enough to do the finishing work. Contractor has been told repeatedly to get proper equipment on the job so that finishing work can be done. The section from Station 2517 to 2554+50 has been ready for a blade for two weeks. Surfacing could have been completed on this portion if equipment had been available."

The State Highway Department, in order to eliminate any additional expense due to the failure to coordinate the grading, surfacing and oiling operations, provided in its specifications that there should be no duplication of sprinkling costs, by the following clause:

> "The contractor shall do such sprinkling work as is considered by the engineer necessary to properly compact and bind the rock base and the surfacing. He shall, also, do such sprinkling work as is necessary to properly maintain the rock base and the surfacing during the periods preceding and following the initial binding and compacting called for by the specifications and such sprinkling work as is necessary to rebind and recompact the rock base and the surfacing immediately prior to the application of succeeding courses.
>
> "Payment for the sprinkling work considered by the engineer necessary for the initial binding and compacting of the rock base and the surfacing will be made at the price bid per thousand gallons for 'Sprinkling', the basis of measurement to be as stated in the standard specification for 'Sprinkling' as given in Section 13 of the standard specification form. Payment for all other sprinkling work shall be understood to be included in the payments to be made for the rock base and the surfacing, and no separate or additional payment of any kind will be made for it."

It is the position of the State Highway Department that the contractor was fully compensated under the terms of the contract for sprinkling since the postponement of the oiling until 1937 was solely his fault,

REFERRED TO
H. G. Smith
By Asst. Chief Engineer

Please furnish data for a reply

SON

a

RECEIVED
MAR 8 - 1941
OREGON
STATE HIGHWAY COMMISSION

March 7, 1941.

RECEIVED
MAR 8 - 1941
OFFICE OF
CONSTRUCTION ENGINEER

Re: USF&G Company vs. Hollowell

Gentlemen:

Referring to pending litigation brought by USF&G Company under indemnity bond against our client, the Latourette Estate, on Toledo highway contract No. 1851, to Consolidated Highway Company, Inc., one of the questions in this case is whether the surety company failed to use due diligence in collecting from the State Highway Commission for water used in sprinkling at the contract rate of $2.00 per thousand gallons. The question refers to water which was used in connection with getting the road into shape for oiling and also some water which was used during the oiling process.

From our conversations with Mr. Kernan, who did the oiling, we surmise that the reason the State turned down any sprinkling payments in this connection was that the Commission contended that under the contract nothing should be paid for water used during the oiling process; also that the water used in connection with preparing the road for oiling is not recoverable inasmuch as this work had been done the previous year and had to be done over again in 1937. However, we understand the fact to be that the oiling was delayed at the request of the State for a period of one year owing to some slides, and that the State wanted the road to settle.

It would assist us very much in connection with the trial of our case against the surety company if you would advise us just what the State's position was with regard to this water, which if recoverable would have amounted to some $1400. We would appreciate it very much if we might hear from you on this score.

Very truly yours,

Dey Hampson Nelson

15-5

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
RICHARD B. MAXWELL
ALFRED H. CORBETT

RECEIVED
MAR 8 - 1941
OREGON
STATE HIGHWAY COMMISSION

March 7, 1941.

RECEIVED
MAR 8 - 1941
OFFICE OF
CONSTRUCTION ENGINEER

State Highway Commission,
Salem, Oregon.

Re: USF&G Company vs. Hollowell

Gentlemen:

Referring to pending litigation brought by USF&G Company under indemnity bond against our client, the Latourette Estate, on Toledo highway contract No. 1851, to Consolidated Highway Company, Inc., one of the questions in this case is whether the surety company failed to use due diligence in collecting from the State Highway Commission for water used in sprinkling at the contract rate of $2.00 per thousand gallons. The question refers to water which was used in connection with getting the road into shape for oiling and also some water which was used during the oiling process.

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Very truly yours,

Dey Hampson Nelson

15-5

a

RECEIVED
MAR 4 - 1941

RECEIVED
MAR 1 - 1941
OREGON
STATE HIGHWAY COMMISSION

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
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RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
RICHARD B. MAXWELL
ALFRED H. CORBETT

150-C

February 28, 1941.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Re: USF&G Company vs. Hollowell

Dear Sir:

We thank you for your letter furnishing us with list of creditors who filed claims against the bond on contract No. 1851 of Consolidated Highway Company.

Very truly yours,

Dey Hampson Nelson

15-5

REFERRED TO
DeSart
BY SECRETARY

what is this all about?
HBG

NOTE
D. G. DeSa

RECEIVED
FEB 27 1941
FOR FILING

150-C

February 27, 1941

DEY, HAMPSON & NELSON
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

In accordance with your request of February 26 we are attaching a list of the creditors who filed claims against the bond furnished by the United States Fidelity & Guaranty Company on the Consolidated Highway Company contract, No. 1851. The date on which the claim was filed is shown in each case.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

CLAIMS FILED AGAINST CONSOLIDATED HIGHWAY COMPANY, INC.
In connection with State Highway Contract No. 1851

3-24-37 Horning Trans. Co. $161.06 - material and hauling
3-26-37 Contractors advise above claim settled
5-27-37 C.D.Kelley $2,051.86 - equipment rental
8-19-37 Otto Yunker $460.07 - truck hire. Paid.
9-24-37 F.C.Woolever $31.40 - labor
9-29-37 Vern Fitagerald $364.29 - truck hire
9-29-37 Gaither Motor Co. $56.62 - supplies and repairs
10-26-37 Horning Trans. Co. $161.79
10-28-37 Woodson Motor Co. $169.54 - labor and materials
11-10-37 Master Service Station $75.79 - labor and materials
11-16-37 C.J.Johnson Lmbr. Co. $16.68 - materials
11-20-37 J. C. Compton $505.00 - equipment rental
11-26-37 A.A.McKay $107.72 - materials
12-9-37 Altree & Sanford $1,464.15 - materials
12-10-37 Western Auto Express $117 - hauling
12-11-37 Releases filed showing claims Otto Yunker and J.W.Galloway paid
12-11-37 J. J. Dann $1,085.15 - labor (also in connection with Nos. 1929 & 1954)
1-19-38 R. H. Bain $92 - truck hire
1-17-38 Portland Gas & Coke Co. $1,212.27 - material
1-25-38 Notice filed showing Portland Gas & Coke Co. claim settled
2-18-38 Anton Tuss $42.88 - rtd. percentage
2-18-38 John J. Dann $378.85 - lmbr. and equipment rentals
5-14-38 State Unemployment Compensation Com. $611.26
7- 2-38 J.J.Dann advises his claim settled in full
8-27-38 Isaacson Iron Works $3,362.15 - materials and equipment

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
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RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
RICHARD S. MAXWELL
ALFRED H. CORBETT

RECEIVED
FEB 27 1941
[illegible]
STATE HIGHWAY COMMISSION

February 26, 1941.

State Highway Commission,
Salem,
Oregon.

Re: USF&G Company vs. Hollowell

Gentlemen:

In connection with the litigation between the USF&G Company and our client, the Latourette Estate, indemnitor covering State Highway Contract #1851, covering surfacing and oiling of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, Oregon, and for the purpose of checking as to whether claims paid by the surety company and for which they seek recovery over against the indemnitor are lienable under the bond, may we have a list of the creditors who filed claims against this bond and the dates and amounts of their claims as filed. The purpose of this is primarily to check on the time provision.

Very truly yours,

Dey Hampson Nelson

15-5

FORM S-K-1 2900 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 25 1938
FOR FILING
1550-C

August 25, 1938

Mr. A. W. Murray,
Superintendent of Claims,
U. S. Fidelity and Guaranty Co.,
506 Central Building,
Seattle, Washington.

Dear Sir:

I acknowledge your letter of the twenty-second relative to the Consolidated Highway Co., Inc. contract, which letter was accompanied by copy of assignment made in favor of the United States Fidelity & Guaranty Co. of certain moneys earned under contract No. 1551, also final voucher calling for final payment in the sum of $4,412.55, which voucher, it appears, has been verified by John C. McCollister, Manager of the United States Fidelity and Guaranty Company, and which letter is also accompanied by an affidavit made by yourself, disclosing that all claims incurred by the contractor or in connection with the performance of the contract have been paid.

I have handed these papers to the Secretary of the Commission and have requested that they take their usual course for payment.

Yours very truly,

J. M. DEVERS

JMD:PW

cc S. H. Probert
H. B. Glaisyer
C. F. Smith

NOTED
H B GLAISYER

voucher to auditor 8/25
HBG

Form S-E-1 2000 10-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. [illegible]

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Attorney

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 16 1938
FOR FILING

150-C

August 11, 1938

United States Fidelity & Guaranty Co.,
800 Central Building,
Seattle, Washington.

Gentlemen:

Inclosed is the original and duplicate of the final voucher calling for final payment of moneys earned under contract No. 1351 for grading, surfacing and oiling on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County.

This voucher, as you will note, is to be signed and verified by the Consolidated Highway Company, Inc. and there must be signed, verified and attached thereto a form of affidavit showing that all claims for labor and materials and other just debts incurred in connection with the said job have been paid and are satisfied.

Please have these formalities attended to and then return the original voucher to this office.

Yours very truly,

J. M. DEVERS

JMD:FW
Inc.

cc C. F. Smith
H. B. Glaisyer
S. H. Probert

REFERRED TO

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUN 21 1938
FOR FILING

Mr. Baldock

150-

June 18, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

The Consolidated Highway Company recently took exception to the final estimate on the Toledo-Simpson Creek project with respect to the amount of culvert pipe allowed. A representative of the company, together with their foreman, went over the project recently with Mr. B. O. Johnson and took a measurement of all culverts installed under the contract. Mr. Johnson reports as follows:

> 24-inch culvert pipe is correct as shown on the final estimate, though the contract company made claim to additional lengths.
>
> Force Account Order No. 6 covered the installation of some pipe and a small amount of grading work on the Simpson Creek unit where there were no bid items to cover. This force account bill as submitted by the contractor showed 6 lineal feet of 18-inch pipe as provided for in the order. Mr. Johnson states that they measured up a total length of 27 feet of 18-inch pipe so installed and the contractor would be entitled to an additional 21 lineal feet on this force account order.
>
> In addition, there is in place at Station 2516+12, 144 lineal feet of 18-inch pipe instead of 138 as shown on the final estimate. At Station 2494+75 there is in place 63 lineal feet of 18-inch pipe instead of 54 as shown on the final estimate. At Station 2532 the final notes show 580 lineal feet of 6-inch drain pipe on the left side of the roadway and is so allowed in the final estimate, but there is in addition to this amount 33 lineal feet of 6-inch metal pipe placed diagonally across the roadway to drain the roadbed. This additional 33 feet should also be credited to the contractor.

It is requested that Mr. McCallister correct the final records accordingly and make up the supplemental final estimate sheet to cover these increases to which the contractor is entitled.

Yours very truly,

F. D. EASON,
Division Engineer.

NOTED
State Highway Engineer

FDE:AM
cc R. H. Baldock
J. W. McCallister
Consolidated Highway Co.

RECEIVED
MAY 19 1938
FOR FILING

#1851

150-C

May 14, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by the State Unemployment Compensation Commission in the amount of $611.36 against the Consolidated Highway Company, Inc., in connection with the surfacing and oiling of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, State Highway Commission Contract No. 1851.

Inasmuch as you are the surety named by the contractors on this job, we enclose for your information and attention a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company, Inc.

Walter F. Cline.

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
1938
COMMISSION

May 13, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There are enclosed for your information and files three copies each of two notices of claim by the State Unemployment Compensation Commission against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, in the amounts of $585.27 for work on the Rock Creek Wallowa Section of the Wallowa Lake Highway, contract No. 1929, and for $611.26 for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851, which were received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 6

Mrs Lewis
write customary letters

COPY

— NOTICE OF CLAIM AGAINST BOND—

- - -

State of Oregon May 12, 1938

Earl Snell, Secretary of State

Notice is hereby given, that the State Unemployment Compensation Commission has a claim for contributions due the State Unemployment Compensation Trust Fund in the amount of $611.26 against the bond taken from Consolidated Highway Company, Inc. and the United States Fidelity & Guaranty Company for grading, surfacing and oiling certain highway for the State Highway Commission on the Toledo-Simpson Creek section of the Corvallis-Newport Highway, under contract number 1851.

STATE UNEMPLOYMENT COMPENSATION COMMISSION

By: D. A. BULMORE
ADMINISTRATOR

Endorsed: File No. 2796
Filed May 13, 1938
EARL SNELL
Secretary of State

RECEIVED
APR 13 1938
FOR FILING

150-e

April 12, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 21, 1938, we are enclosing herewith five copies of excerpt from the minutes of October 4, 1936, granting an extension of time to September 3, 1936 for Contract No. 1867, Olalla Creek Bridge, Project No. F. A. 150-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. M. Nash
Asst. Office Engineer

JMN:GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Copies of the price agreement covering the cement adjustment on Oregon F.A.P. 150-C, requested by our letter of March 11, 1938, were received from our auditor with the audited copies of the final voucher.

In this letter we also requested copies of excerpts of the minutes of the meeting of the Highway Commission granting a time extension of the bridge contract (No. 1867). As the final voucher cannot be forwarded until they have been received, will you please forward them as soon as possible.

10/4/36

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
FEB 23 1938
FOR FILING

C
O
P
Y

February 18, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of February 17, 1938, enclosing three copies each of three notices of claim by John J. Dann against the bond taken from Consolidated Highway Company, Inc., and United States Fidelity & Guaranty Company, as principal and surety, respectively, for labor and rental of equipment in connection with the following jobs:

Wallowa-Rock Creek Section of the LaGrande-Wallowa Lake Highway, being State Highway Contract No. 1929,	$522.45
Toledo-Simpson Creek Section of the Corvallis-Newport Highway, State Highway Contract No. 1851,	$378.85
Pendleton-Mytinger Section of the Old Oregon Trail Highway, State Highway Contract No. 1938	$183.85

We have noted these claims in our records of these jobs and are today forwarding to the contractor and his surety copies of these notices.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 18, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State three copies each of three notices of claim by John J. Dunn against the bond taken from Consolidated Highway Company, Inc., as principal, and yourselves, as surety, for labor and rental of equipment in connection with the following jobs, in the amounts noted opposite each:

Wallowa-Rock Creek Section of the LaGrande-Wallowa Lake Highway, State Highway Contract No. 1929, $522.45

Toledo-Simpson Creek Section of the Corvallis-Newport Highway, State Highway Contract No. 1851, $376.85

Pendleton-Mytinger Section of the Old Oregon Trail Highway, State Highway Contract No. 1954, $183.85

Inasmuch as you are the surety named by the contractor on these jobs, we hand you herewith, for your information and attention, a copy of each of these three notices of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company
Box 5661, Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

C
O
P
Y

EARL SNELL

February 17, 1938

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

There are enclosed for your information and files three copies each of three notices of claim by John J. Dann against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, which were received from James L. Conley, 1512 Public Service Bldg., Portland, and filed today against the following jobs:

Wallowa-Rock Creek section of the LaGrande-Wallowa Lake Highway, contract No. 1929, for $522.45;

Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851, for $378.85;

Pendleton-Mytinger section of the Old Oregon Trail highway, contract No. 1954, for $183.85.

Please acknowledge receipt of the copies and oblige

Yours very truly,

Sgd. Earl Snell
Secretary of State

S:FM
encs. 9

February 15, 1938

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, John J. Dann, has a claim for labor and rentals of equipment in the sum of Three Hundred Seventy-eight and 85/100($378.85) Dollars against the bond taken from Consolidated Highway Company, Inc., as principal, and United States Fidelity and Guaranty Company as surety, for certain construction work on Toledo-Simpson Creek section of the Corvallis-Newport Highway, contract No. 1851.

The services hereinabove mentioned were rendered as superintendent on said construction work, and rental of automobile used in such work at the rate of five cents per mile.

JOHN J. DANN

#1851

RECEIVED
FEB 23 1938
FOR FILING

150-c

February 18, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of February 17, 1938, enclosing three copies of a notice of claim by Anton Tuss for $42.88 against the bond taken from Consolidated Highway Company, Inc., principal, and United States Fidelity & Guaranty Company, surety, for work on the Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, being State Highway Commission Contract No. 1851.

We have noted this claim in our records of this job and are forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 17, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Anton Tuss for $42.88 against the bond taken from Consolidated Highway Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Simpson Creek Section of the highway, contract No. 1851, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

Woodburn Ore.

Feb. 15, 1938

To the State of Oregon:

Notice hereby is given that the undersigned Anton Tuss has a claim for retained percentage in the sum of $42.88 against the Consolidated Mfg. Inc. and the United States Fidelity and Guaranty Co. of Seattle Wn. for the work furnished, masonry walls in Lincoln Co. Simpson Creek section highway contract No. 1851.

Anton Tuss

#1851

RECEIVED
JAN 27 1938
FOR FILING
150-e

January 25, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of the 24th instant inclosing a copy of a letter from the Portland Gas & Coke Company advising that their claim against the Consolidated Highway Company, Inc., has been paid in full. We are making the proper entry in the records of the job in connection with which this claim was incurred.

Very truly yours,

Secretary

HDG:AM

cc - Portland Gas & Coke Co.
Public Service Building
Portland, Oregon

Attention: F. L. Nagel

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 24, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information and files a copy of a letter from Portland Gas & Coke Company advising that their notice of claim against Consolidated Highway Company, Inc., has been satisfied. This claim was filed in this office on January 15, 1938, as file No. 2755.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc.

ACKNOWLEDGED
H. B. GLAISYER

OPY

PORTLAND GAS & COKE COMPANY
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

January 19, 1938

Secretary of State,
State Office Building,
Salem, Oregon.

Gentlemen:

On January 14 we sent to you notice of Portland Gas & Coke Company's claim against Consolidated Highway Company, Incorporated. This is to inform you that the claim has now been paid and fully satisfied, and consequently the claim notice should be disregarded.

Yours very truly,

F. L. NAGEL
F. L. Nagel

FLN d

#185

RECEIVED
JAN 20 1938
FOR FILING
150-C

January 19, 1938

United States Fidelity & Guaranty Company
McCollister & Campbell, General Agent
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received copies of a claim that has been filed with the Secretary of State by the Portland Gas & Coke Company against the bond taken from the Consolidated Highway Company, Inc., Contract No. [illegible] for construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County. The claim is in the amount of $1212.27.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with this job.

Very truly yours,

Secretary

[illegible]

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5641 Kenton Station
Portland, Oregon

January 19, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 15, 1938, with attached copies of notice of claim which has been filed by the Portland Gas & Coke Company against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1851 for construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

HBG:AM

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 15, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Portland Gas & Coke Company for $1212.27 against the bond taken from Consolidated Highway Company, Inc., principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

NOTICE OF CLAIM

Portland Gas & Coke Company,
a corporation CLAIMANT

vs

Consolidated Highway Company, Inc.,
a corporation
DEFENDANT

TO Oregon State Highway Commission, Salem, Oregon

Notice hereby is given that the undersigned Portland Gas & Coke Company, a corporation, has a claim for $1,212.27, Twelve Hundred Twelve and 27/100 Dollars, on account of 15, 456 gallons #2 Gasco Roadbinder @ $15.60 per ton F. O. B. Toledo, Oregon, against the bond taken from Consolidated Highway Company, Inc., and United States Fidelity and Guaranty Company for the work undertaken by defendant under State Highway Contract No. 1851, for grading, surfacing and oil mat surface treatments on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, Oregon for the performance of which work said bond was given.

PORTLAND GAS & COKE COMPANY

by C. W. Platt
Secretary

Approved
by F. L. N.

State of Oregon)
) ss
County of Multnomah)

I, C.W. Platt, being duly sworn, on oath say that I am Secretary of Portland Gas & Coke Company, claimant named in the foregoing claim; that I have personal knowledge of the facts therein set out; that I have read the same and knew the contents thereof, and believe the same to be true.

C. W. PLATT

Subscribed and sworn to before me this 12th day of January, 1938.

F. L. NAGEL
Notary Public for Oregon
My commission expires Februry 23, 1940

(SEAL)

Endorsed: File No. 2755
FILED January 15, 1938
EARL SNELL, Secretary of State

#1851

RECEIVED
JAN 19 1938
FOR FILING
150-C

January 18, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today been advised that the Morning Transfer, Toledo, Oregon, has a claim against the Consolidated Highway Company, in the amount of $161.79, for material, rent of oil storage tank and hauling on their contract for the grading and surfacing of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Contract No. 1851.

This information is given you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661, Kenton Station
Portland, Oregon

January 18, 1938

Horning Transfer Company

Toledo, Oregon

Attention: Kenneth R. Beal

Gentlemen:

This acknowledges your letter of the 15th instant advising of your claim in the amount of $161.79 against the Consolidated Highway Company, Inc., for materials furnished, rent of oil storage tank and hauling on their contract No. 1851 for grading and surfacing the Toledo-Simpson Creek Section of the Corvallis-Newport Highway.

Claims against this contract are protected by the bond furnished by the contractor in connection with the work. The bond in connection with this job was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in the Central Building, Seattle, Washington. I would suggest that you make a demand on the agent for the bonding company and also file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is inclosed. If you secure no satisfaction by so doing, then you still have recourse to action in the courts.

According to our records this job was completed on September 22 and was accepted by the State Highway Commission on November 17, 1937.

Very truly yours,

Secretary

HBG:AM

Local and Long Distance Hauling

— Wood & Coal —

Building Materials of All Kinds

HORNING TRANSFER

TOLEDO, OREGON

PHONES: Day 1-M
Night 57

January 15, 1938

Mr. H.B. Glaisyer
Oregon State Highway Department.
Salem , Oregon.

Dear Mr. Glaisyer:

On October 15,1937 we filed a claim with the Secretary of State against the Consolidated Highway Co., in the amount of $161.79 for Material, rent of oil storage tank and hauling on their contract No. 1851 for the grading and surfacing of the Toledo-Simpson creek section of the Corvallis-Newport Highway.

As yet we have not received any word or settlement from their Bonding Company, or The Consolidated Highway Company.

We would like to have any information you may be able to give us, telling us the proper method to use to go about getting this account cleared up.

Very truly yours,
Horning Transfer,
By:
Kenneth R Beal

ANSWERED
H. B. G.

#1851

RECEIVED
JAN 13 1938
FOR FILING
150-C

January 11, 1938

Mr. F. L. Nagel
Portland Gas & Coke Co.
Public Service Building
Portland, Oregon

Dear Mr. Nagel:

I have just received your letter of the 10th instant advising that the Consolidated Highway Company, Inc., is indebted to the Portland Gas and Coke Company in the amount of $1,212.27 for Gasco Roadbinders furnished the Consolidated Highway Company in connection with its contract with the State Highway Commission for the Toledo-Simpson Creek Project; also requesting information concerning this job that will enable you to file a claim against the company's bond.

The contract to which you refer is State Highway Contract No. 1851 and is for grading, surfacing and oil mat surface treatment on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County. The bond furnished by the contractor to guarantee the satisfactory completion of the job and the payment of claims was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. Mr. A. W. Murray is the Superintendent of Claims and his headquarters are in the Seattle office of the general agents.

Investigation of our records reveals that the Consolidated Highway Company completed this contract on September 22, 1937, and that it was accepted by the State Highway Commission on November 17, 1937.

According to our Attorney, the claimants should file their notices of claims with the Secretary of State prior to the expiration of a period of six months from the date of acceptance by the State Highway Commission.

Very truly yours,

Secretary

HBG:AM

January 11, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
Room 300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission today received a notice from the Portland Gas & Coke Company advising of their claim against the Consolidated Highway Company, Inc., in the amount of $1,212.27 for Gasco Roadbinders supplied the company in connection with its contract No. 1851 for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County.

This information is being given you inasmuch as you appear surety on the bond furnished by the company for this job.

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

PORTLAND GAS & COKE COMPANY
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 11 1938
OREGON
STATE HIGHWAY COMMISSION

January 10, 1938

Mr. H. B. Glaisyer, Secretary,
Highway Commission,
322 State Office Building,
Salem, Oregon.

Dear Mr. Glaisyer,

The Consolidated Highway Company is indebted to the Portland Gas & Coke Company in the amount of $1,212.27 for Gasco Roadbinders supplied on the Toledo, Oregon, job on September 13, 1937. We are desirous of availing ourselves of the protection under Chapter 280, Laws of 1931, and would, therefore, appreciate receiving from you the name of the job covered by the Consolidated Highway Company's contract at Toledo; also, the name of the bonding company on its bond.

We assure you that we should appreciate and keep confidential any information you may give us in this matter.

Yours very truly,

F. L. Nagel

F. L. Nagel

FLN d

ANSWERED
H. B. G.

RECEIVED
JAN 6 1938
FOR FILING

150 C

#1851

January 5, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Harner.

Gentlemen:

In response to your inquiry of January 3rd you are advised that the Consolidated Highway Company, Inc., Contract No. 1851, Toledo-Simpson Creek Section in Lincoln County, was completed September 22, 1937. This contract was accepted by the Highway Commission on November 17, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1851

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

January 3, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Consolidated Highway Co.
Ore. State Contract #1851

Please furnish us with the completion and acceptance dates of this contract.

Also, will you advise us the amount of any liens which may have been filed against this job.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

RECEIVED
JAN 4 1938
FOR FILING

150-C

January 3, 1938

CONSOLIDATED HIGHWAY COMPANY, INC.
Box 5661, Kenton Station
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of December 30 enclosing copies of signed releases covering the accounts of the following against yourselves, in the amounts indicated:

C. M. Baldwin - - - - - - - -	$25.20
Lester Wolfe - - - - - - - - -	48.11
J. E. Brousch - - - - - - - -	66.17
Frank Bittner - - - - - - - -	95.75

We have noted the above releases in our records of the Toledo Simpson Creek project, in connection with which the claims were all incurred, and have notified the surety concerning the same.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 4, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of signed releases of claims against the Consolidated Highway Company, Inc., by the following persons in the amounts set opposite their names, in connection with the Toledo-Simpson Creek Project, State Highway Contract No. 1851:

C. H. Baldwin - - - - - - - - $25.20
Lester Wolfe - - - - - - - - - 48.15
J. H. Breusch - - - - - - - - 66.17
Frank Rittner - - - - - - - - 95.75

Inasmuch as you are the surety named by the contractors on this job, we are forwarding you this information for noting in your records.

Very truly yours,

STATE HIGHWAY COMMISSION

[illegible] Secretary

cc - Walter F. Cline
Board of Trade Building, Portland

#1851

CONSOLIDATED HIGHWAY COMPANY, Inc.
Box 5661, KENTON STATION
PORTLAND, OREGON

December 30, 1937.

RECEIVED
[illegible] 1937
SECRETARY [illegible] COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed you will find copies of signed releases covering the accounts of the following:

C. M. Baldwin---------------$25.20 ✓
Lester Wolfe---------------- 48.13
J. H. Breusch--------------- 66.17 ✓
Frank Bittner--------------- 93.75 ✓

The above are accounts which have been filed with you against our bond.

Very truly yours,

Consolidated Highway Co., Inc.

By L R Davidson.

REFERRED TO [illegible]
BY SECRETARY

[illegible]

TO: THE OREGON STATE HIGHWAY COMMISSION
AND OTHERS WHOM IT MAY CONCERN:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that Lester Wolfe in consideration of the sum of FORTY EIGHT AND THIRTEEN ONE HUNDRETHS DOLLARS in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., of Baltimore, Maryland, its surety from any and all claims of every kind and nature on account of labor and materials by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State Contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 10 day of December, 1937.

Signed Lester Wolfe

TO: THE OREGON STATE HIGHWAY COMMISSION
AND TO OTHERS WHOM IT MAY CONCERN:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that Frank Bitner in consideration of the sum of NINETY THREE AND SEVENTY FIVE ONE HUNDREDTHS DOLLARS in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., its surety, from any and all claims of every kind and nature on account of labors and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State Contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this ________ day of December, 1937.

Signed F. A. Bittner

TO: THE OREGON STATE HIGHWAY COMMISSION
AND TO OTHERS WHOM IT MAY CONCERN:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that Carl Baldwin in consideration of the sum of TWENTY FIVE AND TWENTY ONE HUNDREDTHS DOLLARS in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State Contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Date this 9 day of Dec, 1937.

Signed C. M. Baldwin

FDE DED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

150-C

December 29, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Attached hereto detailed summary of the items which caused the heavy overrun of construction costs on the Toledo-Simpson Creek Section on the Corvallis-Newport Highway.

You will note the big cost increase was in the excavation yardage, with the additional overhaul and truck haul involved. This was due entirely to the very extensive slide on the big cut at Station 25+27 to 25+30. There seemed to be no answer to this problem except to remove the moving mass of earth and place it in widened embankments. This situation was called to the attention of Mr. Smith several times, was repeatedly examined on this ground, and the procedure followed was approved. There was approximately 108,000 cubic yards of slide material over and above the cross section quantity taken out of the cut. The contract excavation price was twenty-two cents per yard.

The next big item of overrun was rock base. This is the top surface material used on the new grade work. The explanation for this is as follows:

Considerable portions of the new grade had to carry traffic as the work progressed. When the grade was completed the rocking was finished and all road approaches put in shape to a point where the rock mat appeared stable and suitable for the oil mat. As you know the oil mat was not applied in the fall of 1936, and considerable additional rock was needed in 1937 to repair the weak spots and correct deformations due to settlement prior to the oiling work. No rock was wasted and we used no more than seemed necessary. The heavy clay subsoil condition of the new grade took much more rock than was anticipated. Considerable amount of the Extra Work Orders; Price Agreements, and State Force Work covered right of way agreements and complaints from affected property owners along the highway. All these orders were duly approved. The engineering expense overran the original allotment due to the increased cost of the construction and the long overrun in time, for completion of the work.

Very truly yours,

F. D. Eason

F. D. Eason
Division Engineer

NOTED
State Highway Engineer

Enclosure
FDE DEB

SUMMARY SHOWING ITEMS WHICH CAUSED OVERRUN OF CONSTRUCTION COSTS ON TOLEDO-SIMPSON CREEK SECTION - CONTRACT #1851

Total original set up		$114,833.40
Final Cost		150,320.37
	Overrun	$ 35,486.97

	Overrun Excavation, O.H., T.H.	$26,980.88	Due to Slide
	Overrun Rock Base	7,154.03	
	Screen Reject in SP.	765.98	Not provided for in bid items
X	Extra Work Orders	2,219.45	
XX	Price Agreements	3,618.63	
XXX	State Force Work	2,546.18	
	Extra Engineering	2,527.70	Total engineering - 6.3% of construction cost.
	Total	$45,812.85	
	Underrun other Contract Items	6,150.12	Includes elimination of cut-back seal
		39,662.73	
	Contingency Allowance	4,175.76	
	Actual Overrun	$35,486.97	

X Over the authorization shown in orders, due to progressive slide clearing.

XX $1,307.88 covers construction of ruble wall made necessary by R/W agreement and also includes $2,137.03 for Gasco Seal.

XXX $1,111.14 covering additional rocking on approach roads after freeze to satisfy complaints.

Note: Price Agreements and Extra Work Order - work performed on R/W agreements total $2,231.24.

150-C

RECEIVED
DEC 27 1937
FOR FILING

December 27, 1937

L. A. Snow Company
1032 Sixth Avenue South
Seattle, Washington

Gentlemen:

This is to advise you that Contract No. 1951, awarded to the Consolidated Highway Company, Inc., for construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, was accepted by the State Highway Commission on November 17, 1937.

Very truly yours,

Secretary

HBG:AM

SPOKANE, WASH.
1226 DIVISION ST.
PHONE MAIN 1742

PORTLAND, OREGON
2351 N. W. YORK ST.
PHONE BROADWAY 4342

SEATTLE, WASHINGTON
1032 SIXTH AVENUE SOUTH
PHONE ELLIOTT 4188

L. A. SNOW COMPANY
CONTRACTORS MACHINERY
SEATTLE, WASH.

REPRESENTING
KOEHRING CO.
PARSONS CO.
KWIK MIX CO.

SIMPLICITY ENGINEERING CO.
UNIVERSAL CRUSHER CO.
C. H. & E. MFG. CO.
OTTO BIEFELD CO.
INSLEY MFG. CO.
THE HUG CO.
THE RIX CO.

GORMAN-RUPP COMPANY
MADSEN IRON WORKS
CLAYTON MFG. CO.
CLEVELAND TRACTOR CO.

Dec. 22, 1937

RECEIVED
DEC 24 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission

Salem, Oregon

Attention Mr. J. McFarland

Gentlemen:

In your letter of November 12th, you stated that the Consolidated Highway Company job, on contract No. 1851, Toledo-Simpson Creek section, in Lincoln County, had not yet been accepted by the Highway Commission. We would very much appreciate your advising us whether or not this contract has now been accepted.

Yours very truly,

L. A. SNOW COMPANY

L. A. Snow

GAW:RS

#1851

RECEIVED
DEC 23 1937
FOR FILING

150-C

December 23, 1937

Consolidated Highway Company, Inc.
Box 5661, Kenton Station
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of December 20, 1937, with a copy of the release covering the account of R. E. Gear attached.

Very truly yours,

Secretary

JMcF:AM

December 23, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We hand you herewith copy of release which has been filed with this department by the Consolidated Highway Company showing that the claim of R. E. Gear, in the sum of $78.12, against the Consolidated Highway Company's contract No. 1851, Toledo-Simpson Creek Section, in Lincoln County, has been settled.

Very truly yours,

JMcF:AM Secretary

#1851

CONSOLIDATED HIGHWAY COMPANY, Inc.
Box 5661, KENTON STATION
PORTLAND, OREGON

December 20, 1937.

RECEIVED
DEC 22 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed you will find signed release covering the account of R. N. Goar in the amount of $78.12.

Very truly yours,

Consolidated Highway Co., Inc.

By

cc-United States Fidelity & Guaranty Co.

REFERRED TO
BY SECRETARY

please handle in usual manner

TO: THEOREGON STATE HIGHWAY COMMISSION
AND OTHERS WHOM IT MAY CONCERN:

RELEASE

78.12

KNOW ALL MEN BY THESE PRESENTS that R. N. Goar in consideration of the sum of SEVENTY EIGHT AND TWELVE ONE HUNDRETHS DOLLARS in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State Contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 9 day of Dec., 1937.

Signed R. N. Goar

[illegible]

RECEIVED
DEC 18 1937
FOR FILING

150-C

December 16, 1937

Mr. F. D. Mason
Office

Dear Sir:

I would like a full report of the overrun on Contract No. 1251 with the Consolidated Highway Company for the Toledo-Simpson Creek Section. The overrun is 80% of the preliminary estimate.

Very truly yours,

State Highway Engineer

RHB:HI

#1851

RECEIVED
DEC 15 1937
FOR FILING
156-C

December 15, 1937

CONSOLIDATED HIGHWAY COMPANY, INC.
5661 Kenton Station
Portland, Oregon

Attention L. R. Davidson

Gentlemen:

This acknowledges receipt of your communication of December 11, enclosing copies of signed releases covering the accounts of Wallace Bowen and W. P. Bones against Consolidated Highway Company for labor and materials furnished in connection with the performance of State Highway Commission Contract No. 1851 for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

CONSOLIDATED HIGHWAY COMPANY, Inc.
Box 5661, KENTON STATION
PORTLAND, OREGON

RECEIVED
13 1937
OREGON
STATE HIGHWAY COMMISSION

December 11, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed herewith you will find copies of signed releases covering the accounts of Wallace Bowen and W. P. Bones, who have claims filed with your department.

Very truly yours,

Consolidated Highway Co., Inc.

By L R Davidson

cc:
United States Fidelity & Guaranty Co.

REFERRED TO
BY SECRETARY

acknowledge & enter on cards

TO: THEOREGON STATE HIGHWAY COMMISSION
AND TO OTHERS WHOM IT MAY CONCERN:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that W. P. Bones in consideration of the sum of SEVENTY THREE AND FIFTY SEVEN ONE HUNDREDTHS DOLLARS in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released the said Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the underxigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State Contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 9 day of Dec, 1937.

Signed W. P. Bones

TO: THE OREGON STATE HIGHWAY COMMISSION
AND TO OTHERS WHOM IT MAY CONCERN:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that Wallace Bowen in the consideration of the sum of EIGHTY FOUR AND FIFTY FOUR ONE HUNDREDTHS DOLLARS in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State Contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 9 day of Dec, 1937.

Signed Wallace Bowen

#1851

RECEIVED
DEC 15 1937
FOR FILING
150-c

December 11, 1937

CONSOLIDATED HIGHWAY COMPANY, INC.
5661 Kenton Station
Portland, Oregon

Gentlemen:

Acknowledgement is made of the receipt of your communication of December 10, 1937, enclosing signed releases covering the accounts of J. W. Galloway and Otto Yunker, in the amounts of $211.57 and $461.57 respectively.

We have noted the settlement of these claims in our records of the Toledo-Simpson Creek project on the Corvallis-Newport Highway, in Lincoln County, being State Highway Commission Contract No. 1851.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

#1851

CONSOLIDATED HIGHWAY COMPANY, Inc.
Box 5661, KENTON STATION
PORTLAND, OREGON

December 10, 1937.

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed you will find signed releases covering the accounts of J. W. Galloway and Otto Yunker.

Very truly yours,

Consolidated Highway Co., Inc.

By L R Davidson.

cc:
United States Fidelity & Guaranty Co.

REFERRED TO
BY SECRETARY

prepare letter of acknowledgment
and note on cards.

HSS

TO: THE OREGON STATE HIGHWAY COMMISSION
AND TO OTHERS WHOM IT MAY CONCERN:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that Otto Yunker in consideration of the sum of FOUR HUNDRED SIXTY ONE AND FIFTY SEVEN ONE HUNDRETHS DOLLARS in hand paid by the Consolidated Highway Co, Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State Contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 9th day of December, 1937.

Signed Otto Yunker

TO: THE OREGON STATE HIGHWAY COMMISSION
AND TO OTHERS WHOM IT MAY CONCERN:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that J. W. Galloway, in the consideration of the sum of TWO HUNDRED ELEVEN AND FIFTY SEVEN ONE HUNDREDTHS DOLLARS in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State Contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 8 day of Dec, 1937.

Signed J W Galloway

#1851

RECEIVED
DEC 15 1937
FOR FILING

150-C

December 11, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

Receipt is acknowledged of your letter of December 10 enclosing three copies of a notice of claim by John J. Dann for $[illegible].15 against Consolidated Highway Company, Inc., for services and equipment rental in connection with work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, being State Highway Commission Contract No. 1851.

We are noting this claim in our records of this job and forwarding copies of said notice to the contractor and to the surety on his bond, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

December 11, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
800 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by John J. Dunn for $1066.15 against the Consolidated Highway Company, Inc., for services and equipment rental in connection with work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, being State Highway Commission Contract No. 1861.

Inasmuch as you are the surety on the bond furnished by the contractors, we are sending you, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HDL

encl.

cc - Consolidated Highway Company
5661 Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

#1851

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

December 10, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by John J. Dann for $1085.15 against the bond taken from Consolidated Highway Company, Inc., principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851; Wallowa-Rock Creek Section of the LaGrande-Wallowa Lake Highway, contract No. 1929; and the Pendleton-Mytinger Section of the Old Oregon Trail highway, contract No. 1954, which has been filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

REFERRED TO:
Mrs Lewis
BY SECRETARY

prepare usual letter

COPY

324 Henry Bldg.
Portland, Oregon
December 9, 1937

To The State of Oregon:

Notice is hereby given that the undersigned, John J.Dann, has a claim for labor, traveling expense and equipment rental in the sum of One thousand eighty-five dollars and fifteen cents ($1085.15), as shown by the attached bill, against the bond taken from The Consolidated Highway Co., Inc. of Portland, Oregon, as principal, and the United States Fidelity & Guaranty Co. of Baltimore, Maryland, as surety, for the work of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Oregon State Highway Commission contract #1851; The Wallowa-Rock Creek Section of the LaGrande-Wallowa Lake Highway, Oregon State Highway Commission contract #1929; and the Pendleton-Mytinger Section of the Old Oregon Trail Highway, Oregon State Highway Commission contract #1954.

John J. Dann

John J.Dann

* * * * * * * * *

J. J. DANN

December 9, 1937

To The Consolidated Highway Co., Inc.
Portland, Oregon

Back Salary, Dec. 5, 1936 to March 27, 1937				
16 weeks at $37.50			600.00	
June 20-23, 1937, inclusive				
½ week at $60.00			30.00	630.00
Rental-Elevator and Conveyor Equipment				180.00
3 months at $60.00				
Use of personal car				
25838 miles @ $.05		1291.90		
Credits---				
Gas 1857 gals	$ .25	464.25		
25 oil changes	1.50	37.50		
30 grease jobs	1.00	30.00		
6 tires	15.00	90.00		
Misc. repairs		65.00		
Payments Adv. (6)	25.00	150.00	836.75	455.15
				1265.15
Less payment on account Sept. 25, 1937				180.00
Balance due				$1085.15

Endorsed: File No. 2741
Filed Dec. 10, 1937
EARL SNELL, Secretary of State

#1851

RECEIVED
DEC 11 1937
FOR FILING
150-e

December 10, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This will acknowledge your letter of December 9, enclosing three copies of a notice of claim by Western Auto Express Company for $117 against Consolidated Highway Company, for hauling services in connection with the performance of the Toledo-Simpson Creek Contract, on the Corvallis-Newport Highway, in Lincoln County, State Highway Commission Contract No. 1851.

We have noted this claim in our records of this job and will see that copies of the same are sent to the contractor and to the surety on their bond, the United States Fidelity & Guaranty Company.

Very truly yours,

Secretary

[illegible]

December 10, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCallister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of Hon. Earl Snell, Secretary of State, three copies of a notice of claim by Western Auto Express against Consolidated Highway Company, in the sum of $117.00, for hauling services in connection with the performance of State Highway Commission Contract No. 1851 for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County .

Inasmuch as you have been named surety on the bond furnished by the contractors , we are sending you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company, Inc.
Box 5661, Kenton Station, Portland

Walter F. Cline
Board of Trade Bldg, Portland

RECEIVED
10 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 9, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Western Auto Express for $117.00 against the bond taken from Consolidated Highway Company, principal, and U. S.Fidelity & Guaranty Company, surety, for work on the Toledo Grading job which was received from Bischoff & Bischoff, attorneys, Portland, and filed today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

REFERRED TO
Mrs [illegible]
BY SECRETARY

prepare usual letter

COPY

BISCHOFF & BISCHOFF
Attorneys at Law
Public Service Building
Portland, Oregon

December 8, 1937

Mr. Earl Snell
Secretary of State
State of Oregon
Salem, Oregon

To The State of Oregon:

Notice hereby is given that the undersigned, Western Auto Express, 1702 N. E. 11th Avenue, Portland, Oregon, has a claim for hauling services in the amount of One Hundred Seventeen Dollars ($117) against the bond taken from Consolidated Highway Company, principal, and United States Fidelity & Guaranty Company, surety, for the work of the Western Auto Express in transporting a gasoline driven highway roller from Grants Pass, Oregon to Toledo, Oregon, to the so-called Toledo grading job.

The said hauling service was performed on September 3, 1937.

JEROME S. BISCHOFF
Attorney and Secretary of
WESTERN AUTO EXPRESS

JSB.bb

Endorsed: File No. 2740
Filed December 9, 1937
EARL SNELL
Secretary of State

#1851

RECEIVED
DEC 11 1937
FOR FILING
150-C

December 9, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of December 8, enclosing three copies of a notice of claim by Altree and Sanford for $1464.15 against Consolidated Highway Company, Inc., for work and materials performed and furnished in connection with the performance of Contract No. 1851 with the State Highway Commission, for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County.

We have noted this claim in our records of this job and are forwarding copies thereof today to the contractors and their surety, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

December 9, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by Altmes & Sanford for $1464.15 against Consolidated Highway Company, Inc., for work and materials performed and furnished in connection with State Highway Commission Contract No. 1861 for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County.

Inasmuch as you are the surety named by the contractors on this job, we are sending you for your information and attention, a copy of this notice.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

encl.

cc - Consolidated Highway Company, Inc.

Walter E. Cline

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 8, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Altree & Sanford for $1464.15 against the bond taken from Consolidated Highway Company, Inc., principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, which was received from Mr. E. F. Altree, Otter Rock, Oregon, and filed today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO
Mrs Lewis
BY SECRETARY

prepare customary letters
HBG

COPY

December 8, 1937

Honorable Earl Snell,
Secretary of State,
Salem, Oregon.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Notice hereby is given that the undersigned, Altree & Sanford, have a claim for crushing and delivering rock to the Consolidated Highway Company, Inc. in connection with the contract between said company and the State Highway Commission for construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, which claim is in the sum of $1464.15.

The undersigned hereby file this notice of claim against the bond taken from the Consolidated Highway Company, Inc., as principal, and the United States Fidelity & Guaranty Company, as surety, for the work of constructing said section of said highway.

The work performed and the materials furnished for which this notice of claim is being filed are as follows:

618 cubic yards 1 ¼" to 0" crushed rock on road at $2.15 per cubic yard	$1328.70
63 cubic yards 1¼" to 0" crushed rock in stock pile at $2.15 per cubic yard	135.45
	$1464.15

ALTREE & SANFORD

By E. F. Altree

Endorsed: File No. 2739
Filed December 8, 1937
EARL SNELL, Secretary of State

150 C RECEIVED
JAN 3 1938
FOR FILING

#1851

December 8, 1937

Honorable Earl Snell,
Secretary of State,
Salem, Oregon.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Notice hereby is given that the undersigned, Altree & Sanford, have a claim for crushing and delivering rock to the Consolidated Highway Company, Inc. in connection with the contract between said company and the State Highway Commission for construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, which claim is in the sum of $1464.15.

The undersigned hereby file this notice of claim against the bond taken from the Consolidated Highway Company, Inc., as principal, and the United States Fidelity & Guaranty Company, as surety, for the work of constructing said section of said highway.

The work performed and the materials furnished for which this notice of claim is being filed are as follows:

618 cubic yards 1 $\frac{1}{4}$" to 0" crushed rock on road at $2.15 per cubic yard	$1328.70
65 cubic yards 1$\frac{1}{4}$" to 0" crushed rock in stock pile at $2.15 per cubic yard	135.45
	$1464.15

Altree & Sanford

By E J Altree

#1851

FORM 8-K-1 1000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 11 1937
FOR FILING
150-C

December 8, 1937

Consolidated Highway Company,
Box 5661, Kenton Station,
Portland, Oregon.

United States Fidelity & Guaranty Co.,
Board of Trade Building,
Portland, Oregon.
Attention: Walter Cline

Gentlemen:

Some time ago I called your attention to a claim filed with the Highway Commission by Altree & Sanford in the sum of $1464.15 for work done in connection with your contract with the State for highway construction in Lincoln County. These people have again complained to the Highway Commission that their claim has not been paid and they are taking steps to bring or institute the necessary court procedure to accomplish payment of the claim. Will you please let me know what is being done or will be done promptly about this matter?

There is also another party who has notified the Highway Commission that he has a claim against the Consolidated Highway Company, but so far as I know I was not advised of the amount. This man's name is Anton Tuss and I believe he claims to have constructed a rock wall for the Consolidated Highway Company in connection with its contract with the State.

The detail of the Altree & Sanford claim as filed with the Commission is as follows:

618 cubic yards 1½" to 0" crushed rock on road at $2.15 per cubic yard	$1328.70
63 cubic yards 1½ to 0" crushed rock in stock pile at $2.15 per cubic yard	135.45
Total	$1464.15

I will thank you for a prompt reply.

JMD:PW
cc H. B. Glaisyer
McCollister & Campbell

Yours very truly,

J. M. DEVERS

NOTED
H. B. GLAISYER

FORM 5-K-1 1500 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

RECEIVED
DEC 8 1937
FOR FILING
150-C

OREGON STATE HIGHWAY COMMISSION

SALEM

December 6, 1937

Consolidated Highway Company,
Box 5661, Kenton Station,
Portland, Oregon.

Gentlemen:

Some time ago there was filed with the Highway Commission notices of claims by the following named people of Toledo:

A. A. McKay
J. C. Compton
Jos. H. Bruesch
J. W. Galloway
Carl Baldwin
Vern Fitzgerald
F. C. Woolever
Otto Yunker

Bittner Plug & Lumber Co.
Gaither Motor Company
Horning Transfer Company
Woodson Motor Company
C. D. Johnson Lumber Co.
Master Service Station

These people are continually pressing the Commission for payment of their claims. We have been advised several times that the Consolidated Highway Company and its surety have taken care of all outstanding indebtedness and we are at a loss to know why these still remain delinquent.

Will you please tell me what will be done about these claims so that I may report to the Commission?

Yours very truly,

J. M. DEVERS

JMD:FW

cc McCollister & Campbell,
308 Central Building,
Seattle, Washington.

H. G. Smith
F. D. Eason
H. B. Glaisyer

150 C

COPY

November 27, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letters of November 23 and 24 enclosing three copies of each of the following notices of claim against Consolidated Highway Company, Inc.:

Claim by Phoenix Iron Works for $35.30 for work on the Rock Creek Section of the Wallowa Lake Highway, Contract No. 1929; 40 D

Claim by A. A. McKay for $107.72 in connection with the construction of the Corvallis-Newport Highway, Toledo-Simpson Creek Section, being Contract No1851. 150 C

We are noting these claims in our records of this job and shall forward copies of the same to the contractors and their surety, the United States Fidelity & Guaranty Company,

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

COPY

150-C

November 27, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Bldg.
Seattle, Washington

Gentlemen:

We are in receipt of the following notices of claim against the Consolidated Highway Company, Inc., from the office of the Secretary of State:

> Claim by Phoenix Iron Works for $35.30 for work and materials furnished in connection with the construction of the Rock Crekk Section of the Wallowa Lake Highway, Contract No. 1929;

40-D

> Claim by A A. McKay for $107.72 for materials furnished in connection with the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Contract No. 1851.

150-C

We hand you herewith a copy of each of these notices of claim for your information and attention, inasmuch as you are named surety on the bond furnished by the contractors.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company, Inc.
Box 5661 Kenton Station, Portland

Walter F. Cline, Resident Agent
Board of Trade Bldg., Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 26 1937
OREGON
STATE HIGHWAY COMMISSION

November 23, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by A.A. McKay against the bond taken from Consolidated Highway Co. Inc., principal, and U. S. Fidelity & Guaranty Co., surety, for $107.72 in connection with the construction of the Corvallis-Newport Highway, contract No. 1851, which was filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

NOTICE OF CLAIM

Notice is hereby given that the undersigned, A. A. McKay dba McKay's Hardware at Toledo, Oregon, has a claim for materials furnished in the sum of $107.72 against the bond taken from Consolidated Highway Co. Inc. as principle and U. S. Fidelity and Guaranty Co. as surety for the work of construction of Toledo Simpson Creek section of the Corvallis-Newport Highway in Lincoln County, Oregon, contract No. 1851.

Dated at Toledo, Oregon this 20th day of November, 1937.

A. A. MC KAY

Endorsed: File No. 2733
Filed November 23, 1937
EARL SNELL
Secretary of State

#1851

RECEIVED
NOV 2[illegible] 1937
FOR FILING
150-C

November 26, 1937

General Petroleum Corporation,
813 S. W. Alder St.,
Portland, Oregon.

Attention: Mr. Chas. A. Crenn.

Gentlemen:

Reference is made to your letter of November 24th concerning the Consolidated Highway Co. Inc., Contract No. 1851, Toledo-Simpson Creek Section in Lincoln County.

You are advised that this contract was completed September 22, 1937, and was accepted November 17, 1937. The total amount paid the contractors to date is $134,881.50, and the retained percentage is $4,171.59.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

LUBRICANTS

RECEIVED
[illegible]37
OREGON
STATE HIGHWAY COMMISSION

November 24, 1937

Oregon State Highway Commission
Salem, Oregon.

Consolidated Highway Co., Inc.,
Contract No. 1851 - $1,893.56

Gentlemen:

We will thank you for advising us the date on which this contract was completed, and if the Consolidated Highway Company, Inc., has received their final estimate.

Very truly yours,

Chas. A. Cronn
DIVISION CREDIT MANAGER

CAC:GGT

Rtd — $4,171.59
Pd — $134,881.30

FORM 3031

1851

150 C

November 22, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice of claim in the amount of $505 from J. G. Compton, McMinnville, Oregon, against the Consolidated Highway Company in connection with its contract for the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Contract No. 1851. This claim is for rent due on equipment.

This notice is being sent you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company in connection with this job. Will you kindly give this your prompt attention.

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5641 Kenton Station
Portland, Oregon

C
O
P
Y

Received from Earl Snell
Secretary of State
Salem, Oregon

November 18, 1937

Mr. J. C. Compton
McMinnville, Oregon

Dear Mr. Compton:

Acknowledgment is made of your notice of claim in the amount of $505.00 against the bond taken from the Consolidated Highway Company, Inc., as principal and the United States Fidelity and Guaranty Company, surety, for the work of grading, surfacing and oiling of the Toledo-Simpson Creek, Corvallis-Newport Highway, Oregon State Highway contract No. 1851.

The notice has been duly filed today.

Yours very truly,

(signed) Earl Snell

Secretary of State

S:FL

COPY

#1859

PHONE 58

McKAY'S HARDWARE STORE

A. A. McKAY

TOLEDO, OREGON.

ELECTRIC APPLIANCES
ELECTRIC WIRE MATERIAL
GLASSWARE
CROCKERY
RADIOS
AUTO SUPPLIES
ELECTRIC
REFRIGERATORS

RECEIVED
NOV 26 1937
FOR FILING
150-e

November 20, 1937

RECEIVED
NOV 23 1937
OREGON
STATE HIGHWAY COMMISSION

Earl Snell, Secretary of State
Salem, Oregon

Oregon State Highway Commission
Salem, Oregon

Consolidated Highway Co. Inc.
Henry Building
Portland, Oregon

U.S. Fidelity & Guaranty Co.
c/o Walter H. Kline, agent
Board of Trade Bldg.
Portland, Oregon

McCollister & Campbell
306 Central Building
Seattle, Washington

Gentlemen:

Enclosed herewith is statement of past due account with Consolidated Highway Co., Inc. in compliance with the provisions of Chapter [illegible], Oregon Laws of 1931.

Very truly yours,

McKAY'S HARDWARE STORE
A. A. McKay

A. A. McKay

AAM

NOTED
F. B. GLAISYER

DEPENDABLE HARDWARE

NOTICE OF CLAIM

Notice is hereby given that the undersigned, A. A. McKAY dba McKay's Hardware at Toledo Oregon, has a claim for materials furnished in the sum of $107.72 against the bond taken from Consolidated Highway Co. Inc. as principle and U. S. Fidelity and Guaranty Co. as surety for the work of construction of Toledo Simpson Creek section of the Corvallis-Newport Highway in Lincoln County, Oregon, contract No. 1851.

Dated at Toledo, Oregon this 20th day of November, 1937.

A A McKay

150C

COPY

November 20, 1937

United States Fidelity & Guaranty Company
McCollister & Campbell, General Agents
#00 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of each of the following notices of claim against the Consolidated Highway Company, Inc.:

1. J. C. C ompton, for rent of a roller and asphalt retort in connection with work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County (Contract No. 1851) in the sum of $505.00 150-C
2. J. C. Compton, for rent of an asphalt retort in connection with work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, (Contract No. 1929), in the amount of $272.50 40-D
3. Helm & Yturri, for supplies and provisions furnished in connection with work on the East Unit, Jordan Creek Section, of the I.O.N. Highway, in Malheur County (Contract No. 1984) in the sum of $2629.09 3-E

We are sending you herewith for your information and attention a copy of each of these notices of claim, inasmuch as you are surety on the bonds furnished by the contractor, to whom also copies are being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL
cc - Consolidated Highway Co., Inc.
cc - Walter F. Cline

RECEIVED
OV 20 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November18, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by J. C.Compton for $505.00 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

FERRED
Mrs Lewis
SECT
usual letter

COPY

To Secretary of State, State of Oregon:

Notice hereby is given that the undersigned, J. C. Compton, McMinnville, Oregon, has a claim for the rent of a roller and an asphalt retort in the sum of Five Hundred Five Dollars ($505.00 against the bond taken from the Consolidated Highway Company, Inc., Principal and the United States Fidelity and Guaranty Company, Surety, for the work of grading, surfacing & oiling, Toledo-Simpson Creek, Corvallis-Newport Highway, Oregon State Highway Cont. #1851.

J. C. COMPTON

By Moss T. Compton
Attorney in fact

By

cc - Walter F. Cline
Board of Trade Bldg.
Portland

Secretary

HRL

cc - Consolidated Highway Company, Inc.
Box 4082 Kenton Station, Portland

150 C

November 18, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCallister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State's office copies of the following notices of claim against Consolidated Highway Company, Inc.

1. Panther Oil and Grease Manufacturing Company, for work on the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County (State Highway Contract No. 1856) - - - - - - - - - - - - - $45.90

2. C. D. Johnson Lumber Corporation, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County (State Highway Contract No. 1861) - - - - - - - - - - - - - - - - - $16.66

3. Joseph E. Bruesch, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County (State Highway Contract No. 1861) $60.00

We are notifying you of these claims inasmuch as you are named surety on the bond furnished by the contractors, to whom also a copy of notice is being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

cc - Walter F. Cline
Board of Trade Bldg,
Portland

HHL

cc - Consolidated Highway Company, Inc.
Box 5661 Kenton Station, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 16 1937
OREGON
STATE HIGHWAY COMMISSION

November 13, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by C. D. Johnson Lumber Corporation for $16.68 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

Mrs. [illegible]
prepare usual letters

COPY

C. D. JOHNSON LUMBER CORPORATION
Pacific Coast Lumber

Toledo, Oregon

November 12, 1937.

Secretary of State
of the State of Oregon,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned C. D. Johnson Lumber Corporation, Toledo, Oregon, has a claim for materials furnished in the sum of $16.68 against the bond taken from the United States Fidelity & Guaranty Company, by the Consolidated Highway Company, Incorporated, Portland, Oregon, and furnished the State for the protection of claims which might arise in connection with work of the Consolidated Highway Company on State Highway Contract 1851, covering construction work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County. A statement, supported by itemized invoices, covering the above amount is attached hereto.

Sincerely yours,

C. D. JOHNSON LUMBER CORPORATION

By G.W. Trommlitz
Cashier, Retail Department.

GWT-T

* * * * * * * * * *

Statement
C. D. JOHNSON LUMBER CORPORATION
Pacific Coast Lumber
Toledo, Oregon

Consolidated Highway Inc., Inc.,
517 Henry Bldg.
Portland, Oregon.

Date		charges	credits	Balance
1937				
July 12	1781	4 14		
12	2084	2 45		
Aug 12	3135	1 25		
	2146	1 43		
26	3460	1 10		
	3462	6 27		16 68

Endorsed: File No. 2724
Filed 11/13/37
EARL SNELL, Secretary of State

#1851

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 16 1937
OREGON
STATE HIGHWAY COMMISSION

November 15, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by Joseph H. Bruesch for $60.00 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Newport-Corvallis Highway, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

REFERRED TO
Mrs [illegible]
SECRETARY

prepare usual letters

COPY

NOTICE OF CLAIM

Notice is hereby given that the undersigned, JOSEPH H. BRUESCH, has a claim for truck hire in the sum of $60.00 against the bond taken from Consolidated Highway Co. as principle and U. S. Fidelity and Guarantee Co. as surety, for the work of reconstructing Newport-Corvallis Highway in Lincoln County, Oregon, from Toledo easterly. Truck was used about the middle of June, 1937.

JOSEPH H. BRUESCH

Very truly yours,

E. B. Glaisyer

EBG:AM

#1351

RECEIVED
NOV 17 1937
FOR FILING
150-e

November 15, 1937

McKay's Hardware and Furniture

Toledo, Oregon

Gentlemen:

This acknowledges receipt of your statement of account against the Consolidated Highway Company, Inc., for merchandise furnished that company in the amount of $107.72 in connection with its contract with the State Highway Commission for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, Contract No. 1351. In connection with this job the contractor furnished the state with a surety bond for the protection of claims. The bond was written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington.

I would suggest that you file a demand with the surety and also file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is inclosed. In the event you do not secure satisfaction from the surety you still have recourse to action in the courts. I would suggest that you then turn the matter over to your Attorney.

In accordance with our customary practice we are today bringing your claim to the attention of the bonding company with a request that they give the matter immediate attention.

Trusting that you will receive satisfaction in the near future, I remain

Very truly yours,

H. B. Glaisyer

HBG:AM

November 15, 1937

United States Fidelity & Guaranty
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice of claim from McKay's Hardware and Furniture Company, Toledo, Oregon, in the amount of $107.72, for merchandise furnished the Consolidated Highway Company in connection with its contract with the Highway Commission for grading, surfacing and oil mat treatment on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, Contract No. 1851.

This is being sent to you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company. Will you please take care of this claim immediately.

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

Statement

TOLEDO, OREGON, 10/31, 1937

M Consolidated Hwy Co

In Account With

McKay's Hardware and Furniture

Phone 58 — Toledo, Oregon — A. A. McKay

	Mdse		107 74

State Highway Dept.
These People
do Not Pay us,
Please help us
Collect it

McKAY'S HARDWARE STORE
A. A. McKay

ANSWERED
H. B. G.

---

ber 12, 1937

of November 10th

, Contract No.

nty.

completed September

Highway Commission.

#1851

RECEIVED
NOV 12 1937
FOR FILING
150-R
1

November 12, 1937

L. A. Snow Company,
1032 Sixth Avenue,
Seattle, Washington.

Gentlemen:

Receipt is acknowledged of your letter of November 10th concerning the Consolidated Highway Company, Inc., Contract No. 1851, Toledo-Simpson Creek Section in Lincoln County.

You are advised that this contract was completed September 22nd, 1937, and has not yet been accepted by the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1851

SPOKANE, WASH.
1226 DIVISION ST.
PHONE MAIN 1745

PORTLAND, OREGON
2351 N. W. YORK ST.
PHONE BROADWAY 4342

SEATTLE, WASHINGTON
1032 SIXTH AVENUE SOUTH
PHONE ELLIOTT 4166

RECEIVED
NOV 12 1937
OREGON
STATE HIGHWAY COMMISSION

L. A. SNOW COMPANY
CONTRACTORS MACHINERY
SEATTLE, WASH.

REPRESENTING
KOEHRING CO.
PARSONS CO.
KWIK MIX CO.

SIMPLICITY ENGINEERING CO.
UNIVERSAL CRUSHER CO.
C. H. & E. MFG. CO.
OTTO BIEFELD CO.
INSLEY MFG. CO.
THE HUG CO.
THE RIX CO.

GROMAN-RUPP COMPANY
MADSEN IRON WORKS
CLAYTON MFG. CO.
CLEVELAND TRACTOR CO.

Nov. 10, 1937

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Will you please give us the date on which the Consolidated Highway Company job at Toledo, Oregon, was accepted by the Oregon State Highway Commission?

Yours very truly,

L. A. SNOW COMPANY

LAS:RS

Sept. 22

McFarland
prepare reply

150-C

RECEIVED
NOV 13 1937
FOR FILING

November 10, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letters of November 9, enclosing three copies of each of the following notices of claim against Consolidated Highway Company, Inc.:

La Grande Iron Works, in the amount of $655.56, for work on the Rock Creek-Wallowa Section of the Wallowa Lake Highway, State Highway Commission Contract No.1929; #1929 40-D

Master Service Station, in the amount of $75.79, for labor and materials performed and furnished in connection (presumably) with the contract (No. 1851) for the Toledo-Simpson Creek Section, though the job is not mentioned in the claim. #1851 150-C

We are today notifying the contractors and their surety, United States Fidelity & Guaranty Company, of these claims, and forwarding them copies of the same.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

November 10, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McAllister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State copies of each of the following notices of claim against the Consolidated Highway Company, Inc.:

> La Grande Iron Works, in the sum of $655.66, for labor and materials performed and furnished in connection with State Highway Contract No. 1929, Rock Creek Wallowa Section of the Wallowa Lake Highway;
>
> Master Service Station, in the sum of $75.79, for labor and materials performed and furnished presumably in connection with State Highway Contract No. 1861, Toledo-Simpson Creek Section, Corvallis-Newport Highway. (Job not named in claim.)

Inasmuch as you are named surety on the bond furnished by these contractors, we enclose for your information and attention a copy of each of these notices of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company, Inc.
Box 5661 Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

#1851

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 10 1937
OREGON
STATE HIGHWAY COMMISSION

November 9, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by The Master Service Station for $75.79 against the bond taken from Consolidated Highway Company, Inc., principal, and U.S.Fidelity & Guaranty Company, surety, which was filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Secretary of State

S:FM
encs 3

COPY

COUNTY OF LINCOLN

Toledo, Oregon

Nov. 8, 1937

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

The Oregon State Highway Commission informed us to notify you in regards to the form listed.

To Consolidated Highway Company, Inc.

Notice hereby is given that the undersigned The Master Service Station has a claim for labor and materials performed and furnished in the sum of $75.79 against the bond taken from the United Fidelity & Guaranty Company, represented by McCollister & Campbell, 300 Central Building, Seattle, Washington. for the work of highway construction.

Yours very truly,

The Master Service Station

Herman Kieber

Endorsed: File No. 2721
Filed November 9, 1937
EARL SNELL
Secretary of State

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No. 150-C

POST OFFICE BUILDING
PORTLAND, OREGON

November 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 150-C, Toledo-Olalla Creek Section, Corvallis-Newport Highway, ______, was made by a representative of this office on October 12, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Jon

#1851

RECEIVED
NOV 3 1937
FOR FILING
150-C

November 3, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 22, enclosing three copies of a notice of claim against Silver Wheel Motor Freight for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, by Horning Transfer.

We have no contract with Silver Wheel Motor Freight and presume this claim is intended to be filed against the Consolidated Highway Company, Inc., who had the Toledo-Simpson Creek contract, No. 1851.

We are writing Horning Transfer Company in order that they may make the correction.

Very truly yours,

Oregon State Highway Commission
By

Secretary

[illegible]

Horning Transfer [illegible]

November 5, 1937

HORNING TRANSFER
Toledo
Oregon

Gentlemen:

We are in receipt of a letter from the Secretary of State enclosing copies of a notice of claim by yourselves against Silver Wheel Motor Freight, in the sum of $161.79, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, State Highway Contract No. 1851.

We have no contract with Silver Wheel Motor Freight. Contract No. 1851, for construction of the Toledo-Simpson Creek Section, is with Consolidated Highway Company, Inc., and your notice of claim should be filed against them, if it is a claim against them.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 23 1937
OREGON
STATE HIGHWAY COMMISSION

October 22, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Horning Transfer for $161.79 against the bond taken from Silver Wheel Motor Freight, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

HORNING TRANSFER
Toledo, Oregon

October 21, 1937.

Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Fred Horning d.b.a. Horning Transfer has a claim for: wood, use of tank truck to haul water and storage for fuel oil, general drayage work and freight charge. advanced to the Silver Wheel Motor Freight in the amount of One Hundred Sixty One Dollars and Seventy Nine Cents ($161.79) Against the bond taken from the United States Fidelity and Guaranty Company for the work of grading and surfacing the Toledo-Simpson Creek section of the Corvallis-Newport Highway, Contract No. 1851.

Very truly yours,

Horning Transfer.

Fred Horning.

FRED HORNING

Endorsed: File No. 2707
Filed October 22, 1937
EARL SNELL
Secretary of State

#1851

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

November 5, 1937

IN REPLY PLEASE
REFER TO FILE NO.

15

HORNING TRANSFER
Toledo
Oregon

Gentlemen:

We are in receipt of a letter from the Secretary of State enclosing copies of a notice of claim by yourselves against Silver Wheel Motor Freight, in the sum of $161.79, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, State Highway Contract No. 1851.

We have no contract with Silver Wheel Motor Freight. Contract No. 1851, for construction of the Toledo-Simpson Creek Section, is with Consolidated Highway Company, Inc., and your notice of claim should be filed against them, if it is a claim against them.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By H B Glaisyer
Secretary

MBL

this Matter has been taken up with the Secretary
of State and Changed to read Consolidated Highway Co.
Part of our bill was for freight advanced to the
Silver wheel for the Consolidated Highway Co.
I sent you a Notice of our Claim at the same
time I sent one to the Secretary of State
Very truly Yours
Horning transfer KRBeal

NOTED
H B GLAISYER

FORM S-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

150-C

November 5th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED

Dear Sir:

An extension of time for the Consolidated Highway Co., Inc. on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Contract No. 1851, F.A.P. 150-C, is requested to October 1st, 1937. Your concurrence is requested without penalty for the following reasons.

On account of a large slide they were ordered to suspend operations until the 1937 season, and an extension of thirty working days after the work could be started in the spring of 1937 was granted.

The slide again moved during the spring of 1937 so that the time from June 1st to July 26th was spend in slide removal and surfacing work.

This long drawnout slide removal interfered with the oiling work by the sub-contractor so as to prevent his doing the work, and the general contractor was not able to organize another outfit until the first of September.

I believe that the delays on this project are so involved with slide removal that great difficulty would be experienced if an attempt were made to collect the engineering penalty in court.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

#1851

RECEIVED
NOV 5 1937
FOR FILING
150-e

November 4, 1937

Mr. J. W. Galloway
Route 1
Lebanon, Oregon

Dear Sir:

This acknowledges your letter of the 3rd instant advising us of your claim in the amount of $211.25 against the Consolidated Highway Company, Inc., arising out of the contract awarded the Consolidated Highway Company, Inc., for grading, surfacing and oil mat treatment on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 1851.

In connection with this contract the Consolidated Highway Company, Inc., was required to furnish the State Highway Commission with a surety bond for the protection of claims arising out of the contract and to guarantee satisfactory completion of the contract. We offer this bond to you for the protection of your claim. It was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. I would suggest that you file notice of your claim with Mr. Cline or McCollister & Campbell. If you secure no satisfaction by so doing, you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice we are today notifying the bonding company and the contractor that your claim has been filed in this office. I trust that you will secure satisfaction in the near future.

Very truly yours,

HBG:AM

Secretary

November 4, 1937

McCollister & Campbell, General Agents
United States Fidelity & Guaranty Company
300 Central Building
Seattle, Washington

Gentlemen:

I am inclosing herewith a copy of a letter received today from J. W. Galloway, Lebanon, Oregon, advising of his claim against the Consolidated Highway Company, Inc., in connection with its contract for grading and surfacing the Blodo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 1851. The amount of the claim is $211.25.

We will appreciate your taking care of this claim at once.

Very truly yours,

HBG:AM

Secretary

cc - Consolidated Highway Co.
Box 5661, Kenton Station
Portland, Oregon

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

RECEIVED
- 1937
STATE HIGHWAY COMMISSION

Rt # [illegible] Lebanon Ore
Nov. 3 1937

State Hiway Commission
Salem,
Ore

Gentlemen:

I am writing you in regard to advise for the procedure to take in collecting for truck hire from the Consolidated Hiway Construction Co of Portland — I had my trucks down on their Toledo oiling job —

I finished there Sept 13 and was told that I would receive the amount I had coming $211.25 in about ten days — And as yet I have not received it.

I would appreciate any help you might give me on the steps I need to take to collect this as I'm in urgent need of the money to apply on my truck —

Very truly yours,
G. M. Galloway

#1851

RECEIVED
NOV 3 1937
FOR FILING
150-C

November 1, 1937

C. D. Johnson Lumber Corporation

Toledo, Oregon

Attention: G. W. Trommlitz

Gentlemen:

This acknowledges your letter of the 30th ultimo advising of your claim in the amount of $16.68 against the Consolidated Highway Company, Inc., for materials furnished that company in connection with its contract with the State Highway Commission for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, State Highway Contract No. 1851.

In connection with this job the Consolidated Highway Company, Inc., furnished the state with a surety bond for the protection of claims. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. I would suggest that you file notice of your claim with the bonding company and that you also file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed. In accordance with our usual practice we are today calling your claim to the attention of the surety on the bond and trust that you will be paid shortly.

Very truly yours,

Secretary

HBG:AM
incl.

November 1, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
Room 300, Central Building
Seattle, Washington

Gentlemen:

Another claim has been filed with the State Highway Commission against the Consolidated Highway Company, Inc., being that of the C. D. Johnson Lumber Corporation, Toledo, Oregon, in the amount of $16.66, representing materials furnished the Consolidated Highway Company, Inc., in connection with its contract for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County. We will appreciate your taking care of this claim at an early date.

Very truly yours,

Secretary

HBG:AM

CC - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661 Kenton Station
Portland, Oregon

LLS-TOLEDO, OREGON

CABLE ADDRESS-CEDCOR

C. D. JOHNSON LUMBER CORPORATION
MANUFACTURER
PACIFIC COAST LUMBER

TOLEDO, OREGON

RECEIVED
[illegible]
[illegible] COMMISSION

October 30, 1937.

State Highway Department,
Salem, Oregon.

Gentlemen:

We are enclosing you herewith statement of our account with the Consolidated Highway Co. Inc., 517 Henry Building, Portland, Oregon, showing $16.68 past due from them. This statement is supported by itemized invoices which are also enclosed.

We had trouble in the past in getting payment from them for materials furnished and we ask that you do not make a final settlement with them until they have paid us. The material for which they owe was used on their job on the Corvallis-Newport highway just east of Toledo.

Your cooperation in this matter will be greatly appreciated.

Sincerely yours,

C.D.JOHNSON LUMBER CORPORATION,

By
Cashier, Retail Department.

GWT-T

ANSWERED
H. B. G.

Toledo, Oregon STATE Cable Address: Cadcor

C. D. JOHNSON LUMBER CORPORATION

MANUFACTURER

PACIFIC COAST LUMBER

TOLEDO, OREGON

Consolidated Highway Co., Inc.
517 Henry Building,
Portland, Oregon.

DETACH AND RETURN THIS STUB TO US WITH YOUR CHECK.
YOUR CANCELLED CHECK WHEN RETURNED BY YOUR BANK IS YOUR RECEIPT.

C. D. JOHNSON LUMBER CORPORATION
Toledo, Oregon

DATE PAID ______________ 193__ BY CHECK NO. ______________

CHARLES R. HADLEY CO., PATHFINDERS, LOS ANGELES, SAN FRANCISCO, NEW YORK FORM 2036 REG. U.S. PAT. OFF.

DATE			CHARGES	CREDITS	BALANCE
1937					
July	2	1781	4 14		
	12	2084	2 45		
Aug	12	3135	1 29		
		3146	1 43		
	26	3460	1 10		
		34 62	6 27		$16 68

ORATION
OD
ILS

7-2 193 7

Inc.

PRICE	AMOUNT
	4 14

NO. 1781

om.

Seattle, Wn.

NOTED
F R GLAISYER

C. D. JOHNSON LUMBER CORPORATION

LUMBER, LATH, SHINGLES, PLYWOOD

SASH AND DOORS PAINTS AND OILS

TOLEDO, OREGON, 7-2 1937

SOLD TO Consolidated Highway Co., Inc.

ADDRESS Toledo Job.

PIECES	SIZE	LGTH.	DESCRIPTION	FEET	PRICE	AMOUNT
3	3X12	20	#2 Com fir Ro	180		4 14

Chg Acct.

Signed and Rec'd by:-
W. B.

COPY NO. 1281

FLATPAKIT—A REDIFORM PRODUCT—PATENT 1924478—PAC. MAN. BK. CO., PORTLAND, ORE.

Seattle, Wn.

NOTED
H. R. GLAISYER

C. D. JOHNSON LUMBER CORPORATION

LUMBER, LATH, SHINGLES, PLYWOOD
SASH AND DOORS PAINTS AND OILS

TOLEDO, OREGON, 7-12 1937

SOLD TO Consolidated Highway Co., Inc.

ADDRESS City

	PIECES	SIZE	LGTH.	DESCRIPTION	FEET	PRICE	AMOUNT	
		1X6		#3 Com fir T&G	32			
		1X8		#3 " " S/Lap	32			
	1	2x6	8	" " " S4S	8	17.00	1	22
10 lin.		3X3		#2 " " "	8	25.00		20
							1	42
		3#		8d Com Bright Nails				18
		1		#22 Padlock				35
		1		pr. 6" Strap Hinges				35
		1		3½" Hasp & staple				15
							2	45

Chg Acct
✓ L.H.

Signed & rec'd by:
Wm A. Ridenour

COPY NO. 2084

FLATPAKIT—A MANIFORM PRODUCT—PATENT 1934474—PAC. MAN. BK. CO., PORTLAND, ORE.

Seattle, Wn.

NOTED
H B GLAISYER

C. D. JOHNSON LUMBER CORPORATION

LUMBER, LATH, SHINGLES, PLYWOOD
SASH AND DOORS PAINTS AND OILS

TOLEDO, OREGON, 8-12 1937

SOLD TO Consolidated Highway ~~Constr.~~ Co. Inc.

ADDRESS Toledo Job.

	PIECES	SIZE	LGTH.	DESCRIPTION	FEET	PRICE	AMOUNT	
	5	2X4	8	#3 Com fin S4S	27	17.00		45
		1X4		E fin flg.	44	15.00		66
							1	11
			3#	8d Box Bright Nails				18
							1	29
				Chg Acct				

Rec'd and signed by:-
J. W. Guyson.

COPY NO. 3135

FLATPAKIT—A REDIFORM PRODUCT—PATENT 1624479—PAC. MAN. BK. CO., PORTLAND, ORE.

Seattle, Wn.

NOTED
H B GLAISYER

C. D. JOHNSON LUMBER CORPORATION

LUMBER, LATH, SHINGLES, PLYWOOD
SASH AND DOORS PAINTS AND OILS

TOLEDO, OREGON, 8-12 1937

SOLD TO Consolidated Highway Co., Inc.

ADDRESS

PIECES	SIZE	LGTH.	DESCRIPTION	FEET	PRICE	AMOUNT	
1 pt.			Q.D. Enamel #300 Gloss White (BH)			1	83
1/2 pt.			Q.D. Enamel Gloss Black (BH)				50
1 only			Comet Brush				10
						1	43
			Chg Acct G.W.T.				

signed & rec'd by:-
J.W. Guyman
(spelling of last
name uncertain)

COPY NO. 3146

FLATPAKIT-A REDIFORM PRODUCT-PATENT 1834470-PAC. MAN. BK. CO., PORTLAND, ORE.

cc: United States [illegible]
Seattle, Wn.

NOTED
H R GLAISYER

C. D. JOHNSON LUMBER CORPORATION

LUMBER, LATH, SHINGLES, PLYWOOD
SASH AND DOORS PAINTS AND OILS

TOLEDO, OREGON, 8-26 1937

SOLD TO Consolidated Highway Co., Inc.

ADDRESS Toledo, Oregon.

PIECES	SIZE	LGTH.	DESCRIPTION	FEET	PRICE	AMOUNT				
4	2x4	18	#2 Com f: S4S	48	23^{00}	1	10			
			Chg Acct. G.N.J.							

signed & rec'd by
R. H. Hennings.

COPY NO. 3460

FLATPAKIT-A REDIFORM PRODUCT-PATENT 1834478-PAC. MAN. BK. CO., PORTLAND, ORE.

cc: United States Fidelity and [illegible]
Seattle, Wn.

NOTED
R B GLAISYER

C. D. JOHNSON LUMBER CORPORATION

LUMBER, LATH, SHINGLES, PLYWOOD
SASH AND DOORS PAINTS AND OILS

TOLEDO, OREGON, 8-26 1937

SOLD TO Consolidated Highway Co., Inc.

ADDRESS Toledo Job.

PIECES	SIZE	LGTH.	DESCRIPTION	FEET	PRICE	AMOUNT	
6	4X12	14	#3 Com fir S1S1E	336			
2	2X12	14	——— S4S	56			
				392	16	6	27

Chg Acct
J.C.H.

Rec'd and signed by:-
Clark

COPY NO. 3462

FLATPAKIT-A REDIFORM PRODUCT-PATENT 1834478-PAC. MAN. BK. CO., PORTLAND, ORE.

cc: United States Fidelity and Gaurantee
Seattle, Wn.

NOTED
F B GLAISYER

RECEIVED
15

RECEIVED
V 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

November 1, 1937.

C. M. Baldwin
Toledo, Oregon

Dear Mr. Baldwin :

Our accounts, differ on your truck hire due on our Toledo job. Your letter states that you have a balance due of 25.20, while our records show that your balance is 21.25.

Sixteen and one-half hours is claimed while our records show your truck worked 17 hrs. Payroll amounted to 2.50 making a net due of 21.25.

Will you check your records again to make certain of this amount.

Very truly your ,

Consolidated Highway Co., Inc.

By R W Hemming

cc: Oregon State Highway Commission
Salem, Oregon

cc: United States Fidelity and Gaurantee
Seattle, Wn.

NOTED
R. H. GLAISYER

RECEIVED
NOV 1937
FOR FILING

150-C

RECEIVED
3 - 1937
STATE HIGHWAY COMMISSION

November 1, 1937.

Otto Yunker
Salem, Oregon

Dear Mr. Yunker:

In your claim filed with the State Highway Commission for truck rent 1 due on the Toledo Contract # 1851, you claim the sum of $460.07.

Our accounts show that you have a net of which is due and payable of $448.64.

Will you check your accounts again, and if our accounts are correct, sign the enclosed statement and return to us. Also, if our accounts are correct, please amend your claim with the State Highway Commission.

Very truly yours,

CONSOLIDATED HIGHWAY COMPANY, Inc.

By

enc.

cc: Oregon State Highway Commission
Salem, Ore.

U. S. Fidelity & Gaurantee
Seattle, Wn.

NOTED
F. R. GLAISYER

CONTRACT# [redacted] 1851

150-C Toledo-Simpson Cr. Sec., 1936
Corvallis-Newport Hwy.
1051 Folder # 1

#1851

RECEIVED
NOV 1 1937
FOR FILING
150-e

October 29, 1937

Mr. Carl Baldwin
Box 445
Toledo, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 26th instant advising us of your claim in the amount of $25.20 against the Consolidated Highway Company, Inc., for services rendered that company in connection with its contract for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, State Highway Contract No. 1851. In connection with this contract the Consolidated Highway Company, Inc., furnished the Commission with a surety bond for the protection of claims.

Mr. Murray, claim agent for the company, was in my office yesterday and I brought your letter to his attention. He said that he would investigate your claim at once and send you a check for the amount due. I trust that you will receive the same within the next few days. If you do not receive satisfaction within a reasonable length of time, let me know and I will again take the matter up with the bonding company.

Very truly yours,

HBG:AM

Secretary

October 29, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, Agent
300 Central Building
Seattle, Washington

Attention: Mr. Murray, Claim Agent

Gentlemen:

I am handing you herewith a copy of a letter that I brought to your attention when in my office yesterday, being that of Mr. Carl Baldwin of Toledo who has a claim against the Consolidated Highway Company, Inc., in the amount of $25.20 for truck labor in connection with the Toledo-Simpson Creek contract of the Consolidated Highway Company, Inc.

You told me yesterday that you would see that this claim is paid immediately. Thanking you for your attention to the same, I remain

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661 Kenton Station
Portland, Oregon

RECEIVED
OCT 28 1937
OREGON
STATE HIGHWAY COMMISSION

Toledo, Oregon
October 26, 1937

State Highway Commission
Salem, Oregon

Dear Sirs:

During June of this year, I worked for the Consolidated Highway Construction Company here at Toledo. I was hauling dirt and rock with my own truck and at present have not received any pay for the truck labor, but did receive my wages for driving. They now owe me a balance of $25.20 for 16½ hours for truck labor.

Can you tell me of any way that this might be collected?

Yours very truly,

Carl Baldwin

ANSWERED
H. B. G.

RECEIVED
OCT 29 1937
FOR FILING
150-e

#1851

October 28, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 27, enclosing three copies of a notice of claim by Woodson Motor Company, for $160.54, against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, State Highway Commission contract No. 1851.

We are sending two of these copies on, to the contractor and to his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 28, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Woodson Motor Company against the Consolidated Highway Company, Inc., for $100.54, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, State Highway Commission Contract No. 1861.

We are sending you, as surety on the bond, one copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company
Box 5061, Kenton Station, Portland

Walter F. Cline, Resident Agent
Board of Trade Building, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 28 1937
OREGON
STATE HIGHWAY COMMISSION

October 27, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Woodson Motor Company for $169.54 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S.Fidelity & Guaranty Co. surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851, which was filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

WOODSON MOTOR CO.

Toledo, Oregon

October 25, 1937

To Earl Snell, Secretary of State, Salem, Oregon

Notice hereby is given that the undersigned, Woodson Motor Company, Toledo, Oregon, has a claim for labor and material on trucks and equipment and for gas and oil, in the sum of one hundred sixty-nine dollars and fifty-four cents ($169.54) against the bond taken from the United States Fidelity and Guaranty Company, Walter F.Cline, local agent, Board of Trade Building, Portland, Oregon, by the Consolidated Highway Company, Inc., Portland, Oregon, for the work of grading, surfacing and oiling of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, contract No. 1851.

Woodson Motor Company

By F. M. Woodson
Proprietor

I hereby certify that the above is a true statement of our claim against the Consolidated Highway Company, Inc., Portland, Oregon, and that payment has not been received for same.

Woodson Motor Company

By F. M. Woodson
Proprietor

Subscribed and sworn to before me this 25th day of October by F. M. Woodson

Bertha O. Bodine Notary Public for Oregon
(SEAL) My commission expires June 7, 1938

Endorsed: File No 2711
Filed October 27, 1937
EARL SNELL, Secretary of State

#1851

RECEIVED
OCT 29 1937
~~FOR FILING~~
150-e

October 26, 1937

Mr. E. Fisher
"The Master" Service Station
Toledo, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 25, setting forth your claim against the Consolidated Highway Company, Inc., in the amount of $75.78, and stating your inability to collect to date. You inquire as to the correct procedure to follow to protect this claim.

We are today notifying the surety and the contractor of this claim and you should do the same if you have not already done so. The surety, the United States Fidelity & Guaranty Company, is represented by McCollister & Campbell, 300 Central Building, Seattle, Washington. In addition, to protect your claim should notice to the the contractor and surety prove unavailing, you should notify the Secretary of State by means of a form of notice substantially as set forth in the enclosed mimeographed copy of Chapter 280, Oregon Laws 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 26, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCOLLISTER & CAMPBELL, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of a claim notice by E. Fisher against Consolidated Highway Company, Inc., for $75.79. Mr. Fisher is connected with "The Master" Service Station, Toledo, and the claim involves Contract No. 1881, for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County.

We are sending you this notice since you are named surety on the bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company
Box 5661, Kenton Station
Portland, Oregon

Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Texaco Gasoline
Firestone Tires
Auto Accessories

“THE MASTER”
Service Station
Phone 44
TOLEDO, OREGON
Firestone

Marfack Lubrication
[illegible] Lubrication
[illegible] System
Car Washing

The Mark of Quality

RECEIVED
OCT 26 1937
OREGON
STATE HIGHWAY COMMISSION

Oct.25,1937

State Highway Commission
Salem, Oregon

Gentlemen.

We have an account with the Consolidated Highway Co, Inc. in the amount of $75.79. We have their requision slips signed by R. R. Hinnings and to date we have not been able to collect this account.

We would appreciate your information on the correct proceedure necessary to collect this account.

Yours very truly,
H. Fiebe

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT [illegible] 1937
FOR FILING
15

October 23, 1937

IN REPLY PLEASE REFER TO FILE NO.
21-1103

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Attached hereto is an application from the Consolidated Highway Company, together with consent of surety, for an extension of time on their Toledo-Simpson Creek Project, contract No. 1851, to October 1, 1937.

The original completion date on this contract was September 30, 1936. Since they were unable to do the oiling by September 1, 1936, we required that this work should be deferred until the 1937 season. An extension of time was granted and approved by the Bureau for 30 working days to complete the job. The contractor moved grading equipment in to the slide to complete the work preparatory to rocking through the slide cut and oiling the project, on June 1, 1937. Due to the extensive and continuous movement of slide material, the grading work continued until July 26. In the beginning of this season's operation, from June 1 to July 26, the contractor moved 35,000 yards of slide material. He immediately rocked the road, and it was ready for oiling by August 3.

The long drawn-out slide removal work interfered with the oiling program of Mr. Gerber, the subcontractor doing the oiling work, who was then tied up on projects in Eastern Oregon. The contractor was unable to make arrangements with another oil outfit to get on the job and do this work until the first of September. Due to other delays and break-downs in equipment, the oil work was not completed until September 22.

The great delay in the completion of this project was due to the slide condition in the big cut, which was unforeseen and for which the contractor could hardly be held responsible; likewise, the difficulty in getting an oil crew at the right time to do the oiling

Mr. R. H. Baldock October 23, 1937

work delayed that operation. Everything considered, I feel that we should not penalize the contractor in the long extension of time required to complete the job.

Yours very truly,

NOTED
State Highway Engineer

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

#1851

RECEIVED
OCT 20 1937
FOR FILING
150-C

October 18, 1937

Horning Transfer Company
Toledo, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 15th instant advising us of your claim in the amount of $61.79 arising out of the contract of the Consolidated Highway Company, Inc., for the grading, surfacing and oiling of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, contract No. 1851.

Notice of your claim should be filed with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is inclosed. Such notice should be filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the contract and acceptance thereof by the Commission in order to hold the bond responsible and liable. You should also file notice of your claim with the United States Fidelity & Guaranty Company, Walter F. Cline local agent, Board of Trade Building, Portland, Oregon. If you secure no satisfaction then you still have recourse to action in the courts. I trust that it will not be necessary for you to go to that inconvenience.

In accordance with our usual practice I am today bringing your letter to the attention of the bonding company and the contractor and I am asking them to see that it is taken care of.

Very truly yours,

HBG:AM

Secretary

October 18, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell Agents
300 Central Building
Seattle, Washington

Gentlemen:

I am handing you herewith a copy of a letter received today from the Horning Transfer, Toledo, Oregon, advising of their claim in the amount of $161.79 arising out of the Consolidated Highway Company's contract for the grading, surfacing and oiling of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, contract No. 1851.

This information is furnished you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with this contract.

Very truly yours,

Secretary

HBG:AM

cc- Consolidated Highway Co.
Box 5661 Kenton Station
Portland, Oregon

cc - Walter F. Cline
Board of Trade Building
Portland, Oregon

Local and Long Distance Hauling

— Wood & Coal —

Building Materials
All Kinds

HORNING TRANSFER
TOLEDO, OREGON

PHONES: Day 1-M
Night 57

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

October 15, 1937

State Of Oregon,
Highway Department,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned Fred Horning d.b.a. Horning Transfer has a claim for: wood, use of tank truck to haul water and storage for fuel oil, general drayage work and feight charges advanced to the Silver Wheel motor Freight in the amount of One Hundred Sixty One Dollars and Seventy Nine Cents ($161.79) Aagainst the bond taken from the United States Fideltiy and Guaranty Company for the work of grading and surfacing the Toledo-Simpson Creek Section of the Corvallis Newport Highway, Contract No.1351 ✓

Very truly yours,

Horning Transfer.

Fred Horning.

Fred Horning

ANSWERED
H. B. G.

RECEIVED
OCT 14 1937
FOR FILING

150-C

October 14, 1937

CONSOLIDATED HIGHWAY COMPANY, Inc.
424 Henry Building
Portland, Oregon

Attention L. R. Davidson

Gentlemen:

This acknowledges your communication of October 6, 1937, enclosing signed releases covering the following claims against your company in connection with contracts 150-C Nos. 1851 and 1929 #626 with the Oregon State Highway Commission for the construction of the Toledo-Simpson Creek project and the Wallowa-Rock Creek project:

R. E. Fisler, Toledo, Oregon	$114.37
Frank Dorgan, Toledo, Oregon	$ 16.87
Mrs. E. E. Thompson, Wallowa, Oregon	$206.21

We have noted the satisfaction of these claims in our records of these jobs.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

For release signed
by Mrs. E. G. Thompson
see 40-D

October 14, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of signed releases covering the following claims against the Consolidated Highway Company, Inc., in connection with contracts Nos. 1851 and 1929 with the Oregon State Highway Commission for the construction of the Toledo-Simpson Creek project and the Wallowa-Mack Creek project:

R.E.Fisler, Toledo, Oregon	$114.37
Frank Dorgan, Toledo, Oregon	$ 16.37
Mrs. Frank Thompson, Wallowa, Oregon	$206.21

We are notifying you of the receipt of these releases inasmuch as you appear as surety on the bonds furnished by the contractor; and are also noting the same in our records of these jobs.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
OCT 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON

October 6, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

I am enclosing signed releases covering the following claims:

Mrs. E. Z. Thompson, Wallowa, Ore.
R. E. Fisler, Toledo, Ore.
Frank Dorgan, Toledo, Oregon.

These are in payment of claims filed against the bonds of Consolidated Highway Co., Inc.

Very truly yours,

Consolidated Highway Co., Inc.

By L R Davidson

REFERRED TO
McFarland
BY SECRETARY

write customary letter
HBS

#1851

To: The Oregon State Highway Commission and to
Others Whom It May Concern:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, That Frank Dorgan in consideration of the sum of Sixteen and eighty-seven one hundreths dollars in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity and Guaranty Co., of Baltimore, Maryland, its surety from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 30th day of September, 1937.

Frank Dorgan
Ellis Donovan

#1851

To: The Oregon State Highway Commission and to
Others To Whom It May Concern:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, That R. E. Fisler in consideration of the sum of One Hundred Fourteen and ~~[illegible] [illegible]~~ Thirty seven -one hundreths dollars in hand paid by Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity and Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the Construction of what is known as the Toledo Simpson Creek Project, State Contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 10th day of September, 1937.

R. E. Fisler

RECEIVED
OCT 16 1937
FOR FILING
150-C

October 14th, 1937

Mr. R. H. Bain
Newport, Oregon

Dear Sir:

Your letter with reference to truck hire due from the Consolidated Highway Company, Inc. for work at Toledo, Oregon has been received. I will take the matter up immediately with the bonding company to see why this claim has not been paid.

Very truly yours,

State Highway Engineer

R

REFERRED TO
BY SECRETARY
note on card

COPY

Newport, Oregon
Oct. 11, 1937

State Highway Dept.
Salem, Oregon

Dear Sirs:

I am writing to you in regard to my wages for truck hire while I was working for Consolidated Highway Co. Inc. at Toledo, Ore.

When I first started working for them they said they were going to pay truck wages every week, they kept putting us off with excuses, and I still haven't received it.

I lost my truck just because I believed in them, and worked for them.

If they would have paid me I wouldn't have lost it. Of course, losing my truck don't mean anything to them.

When I was in Portland about 3 or 4 months ago (this was after I had quit working for them) and I was trying to get my money, they said I couldn't get my money till the next day, so they had me sign a voucher for $92.00 but I didn't have any money to stay over with so I had to come home without it. Now they say I only have $62.00 coming. I am sick now and have no money or income, I have a wife and one year old daughter. I need money badly so couldn't you get in touch with their bondsmen and make them pay me. I remain

Sincerely

(Signed) R. H. Bain

(ex-truck owner)

October 14th, 1937

McCollister & Campbell, Inc.
300 Central Building
Seattle, Washington

Dear Sirs:

In the matter of claims against the Consolidated Highway Co., Inc. for work on the Toledo-Simpson Creek Section, I am attaching a letter from Mr. R. H. Bain who states his account, apparently in the amount of $92.00, has not been paid.

Will you kindly advise concerning the status of this claim and the reason for its non-payment. We have been repeatedly advised by you that all claims of the Consolidated Highway Company, Inc. had been settled, but we are continually embarrassed by the receipt of letters such as this.

Very truly yours,

State Highway Engineer

R

RECEIVED
OCT 4 1937
FOR FILING

150-C

October 1, 1937

H. B. Glaisyer,
Office.

For your information Semi-final Estimate #11, in amount $11,586.17, on the Consolidated Highway Co. Inc. Contract No. 1851, Toledo-Simpson Creek Section in Lincoln County, is being passed for payment. This payment, of course, is assigned to the Surety Company.

The retained percentage on the above contract will be $4,171.59. The total amount of bills filed against this contract to date is [redacted] $3,043.92,

J. McFarland.

NOTED
H. B. GLAISYER

#1851

RECEIVED
OCT 11 1937
FOR FILING
150-e

September 30, 1937

Gaither Motor Company

Toledo, Oregon

Gentlemen:

Reply is made to your letter of the 28th instant advising us of your claim against Consolidated Highway Company, Inc., for merchandise and services rendered the company in connection with the contract with the State Highway Commission for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway.

You inquire when the State Highway Commission expects to settle with the Consolidated Highway Company for this work. I regret that I am unable to give you a definite answer at this time. It is my understanding that the job is completed but of course the field notes will have to be given a thorough check before the final voucher can be prepared. We anticipate that will be at least six weeks before the warrant is ready to deliver to the company.

In connection with this job the contractor furnished a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. The Highway Commission offers this bond for the protection of your claim. It was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. I would suggest that you file notice of your claim with the agent for the bonding company; and I would also suggest that you file similar notice of your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed. Your notice must be filed with the Secretary of State prior to the expiration of a period of six months following completion of the project by the contractor in order to hold the bond responsible and liable for the payment of claims.

Very truly yours,

Secretary

HBG:AM
incl.

September 30, 1937

The United States Fidelity & Guaranty Company
Walter F. Cline Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has been informed that the Consolidated Highway Company, Inc., owes the Gaither Motor Company, Toledo, Oregon, the sum of $56.62 for merchandise and repairs arising out of its contract for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, also that the Gaither Motor Company has a claim against Wallace Bowen for repairs in the sum of $87.41 furnished Mr. Bowen on order of the Consolidated Highway Company, Inc. and chargeable direct to their job.

In accordance with previous agreement and understanding the State Highway Commission will expect the United States Fidelity and Guaranty Company to settle for all of these accounts and other accounts in Toledo which the Highway Commission has been advised are outstanding. Your immediate attention to this matter will be appreciated.

Very truly yours,

Secretary

HBG:AM

cc - Consolidated Highway Company
519 Henry Building
Portland, Oregon

CARS
Ford
TRUCKS

GAITHER MOTOR CO.
Sales and Service
TOLEDO, OREGON

RECEIVED
SEP 2[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

Sept. 28, 1937

Oregon State Highway Department
Salem, Oregon

Attention Mr. Devers

Dear Sirs:

Please advise us when you expect to settle with the Consolidated Highway Co. for work done on the Toledo - Simpson Creek section of the Corvallis-Newport Highway, Contract No. 1851.

We are directly interested in this matter because we furnished the Consolidated Highway Co. merchandise and repairs in the amount of $56.62 and also furnished to Wallace Bowen supplies and repairs in the sum of $87.41 which were charged directly to the Consolidated Highway Co. on their order.

We are also indirectly interested on account of a number of other accounts who are waiting to receive their money from the Consolidated Highway Co. before they are able to pay us.

Yours very truly,

GAITHER MOTOR CO.

By

ANSWERED
H. B. G.

#1851

RECEIVED
SEP 30 1937
FOR FILING.

150-C

September 30, 1937

Hon Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of September 28, 1937, enclosing three copies of a notice of claim by Vern Fitzgerald in the amount of $564.29 against Consolidated Highway Company, Inc., for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, State Highway Commission Contract No. 1851.

Copies of this notice of claim are being forwarded by us today to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MRL

September 30, 1937

United States Fidelity & Guaranty Company
G. B. Eckles, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State a notice of claim by Vern Fitzgerald for $564.20 against Consilidated Highway Company, Inc., for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, State Highway Commission Contract No. 1851.

Copy of this notice is enclosed herewith for your information, inasmuch as you are named surety on the bond furnished by the contractor, to whom also a copy is being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MML
encl.

cc - Consolidated Highway Company
Henry Building, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 29 1937
OREGON
STATE HIGHWAY COMMISSION

September 28, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Vern Fitzgerald for $364.29 against the bond taken from Consolidated Highway Co. Inc., principal, and U. S.Fidelity & Guaranty Company, surety, for work on the Corvallis-Newport Highway which was received from Dwight Lear, Attorney,Salem, Oregon, and filed in this office on September 23rd.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

COPY

TO STATE OF OREGON

Notice hereby is given that the undersigned, Vern Fitzgerald, has a claim for truck service rendered the Consolidated Highway Company, Incorporated, in the sum of Three Hundred Sixty-four and Twenty-nine 1/000 ($364.29), against the bond taken from the United States Fidelity and Guaranty Company, of which Walter F. Cline of Portland, Oregon is agent, for the work of contract No. 1851-Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, 1.5 miles grading and 6.2 miles surfacing and oiling.

Attached hereto and marked as exhibit "A" and by reference made a part hereof is a complete itemized statement covering the claim of the undersigned Vern Fitzgerald.

VERN FITZGERALD
Claimant

STATE OF OREGON,)
County of Marion.) ss.

I, Vern Fitzgerald, being first duly sworn, dispose and say upon oath;

That I am Vern Fitzgerald the above named claimant; that I have knowledge of the above described and attached claim; that the foregoing account is correct and just; that the services therein specified have been rendered the Consolidated Highway Company, Incorporated, as stated; that the charge thereof is reasonable and that no part thereof has been heretofore paid.

VERN FITZGERALD

(SEAL)

Subscribed and sworn to before me this 13th day of September, 1937

DWIGHT LEAR
Notary Public for Oregon.
My commission expires April 26, 1941.

EXHIBIT "A"

Date	Truck No.	Driver	Hours
6/6/37	12	V. Fitzgerald	8
6/7/37	12	V. Fitzgerald	8
6/8/37	12	V. Fitzgerald	7
6/9/37	12	V. Fitzgerald	8
6/10/37	12	V. Fitzgerald	8
6/13/37	12	V. Fitzgerald	8
6/14/37	12	V. Fitzgerald	5
6/28/37	12	V. Fitzgerald	8
6/28/37	12	E. Schaffer	4
6/29/37	12	V. Fitzgerald	8
6/29/37	12	E. Schaffer	6½
6/30/37	12	V. Fitzgerald	8
6/30/37	12	E. Schaffer	8
7/1/37	12	V. Fitzgerald	12
7/1/37	12	E. Schaffer	5
7/2/37	12	V. Fitzgerald	8
7/2/37	12	E. Schaffer	4
7/6/37	12	V. Fitzgerald	7
7/6/37	12	E. Schaffer	8
7/7/37	12	V. Fitzgerald	8
7/7/37	12	E. Schaffer	6
7/9/37	12	V. Fitzgerald	8
7/9/37	12	E. Schaffer	6
7/10/37	12	V. Fitzgerald	8
7/12/37	12	V. Fitz gerald	10
7/13/37	12	V. Fitzgerald	8
7/14/37	12	V. Fitzgerald	10
7/15/37	12	V. Fitzgerald	3½
7/15/37	12	V. Fitzgerald	2½
7/16/37	12	V. Fitzgerald	16

Date	Truck No.	Driver	Hours
7/17/37	12	V. Fitzgerald	8
7/18/37	12	V. Fitzgerald	5
7/19/37	12	V. Fitzgerald	11
7/20/37	12	V. Fitzgerald	12
7/21/37	12	V. Fitzgerald	8
7/22/37	12	V. Fitzgerald	8
7/23/37	12	V. Fitzgerald	8
7/25/37	12	V. Fitzgerald	8
7/26/37	12	V. Fitzgerald	8
7/27/37	12	V. Fitzgerald	6
7/28/37	12	V. Fitzgerald	6
7/29/37	12	V. Fitzgerald	9
7/30/37	12	V. Fitzgerald	1
7/31/37	12	V. Fitzgerald	4

Endorsed: File #2694
Filed 9/23/37
EARL SNELL
Sec. of State

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 5 1937
FOR FILING
[illegible] - C

September 28, 1937

IN REPLY PLEASE REFER TO FILE NO.
21-1103

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith, Construction Engineer.

Dear Sir:

We are handing to J. W. McCallister this date the following records supporting the final estimate on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway:

1 set Slope Reductions for Slide, June 1, 1937
1 " " " " " June 21, 1937
1 " " " " " August 13, 1937
1 " Areas Slide Sections, August, 1937
1 " Volumes Slide Sections, August, 1937
1 " Curvature Corrections, August, 1937
1 " Areas in Roadway Slide Cut, August, 1937
1 " Volumes in Roadway Slide Cut, August, 1937
1 " Slope Reductions Hilltop Garage Waste Dump,
First Measure
1 " Slope Reductions Remeasure Above
1 " Areas Hilltop Garage Waste Dump
1 " Volumes " "
1 " Areas Extra Widening in Slide Cut, 1937
1 " Volumes " " " " " "
1 " Areas in Roadway Fill, 1937
1 " Volumes " " " "
1 " Areas Waste Dump at Caslets
1 " Volumes " " " "
1 " Areas Waste Dump at Prevetts
1 " Volumes
1 " Areas Waste Dump at Young's Barn
1 " Volumes " " " " "
1 " Areas Widening Across Olalla Flat
1 " Volumes
1 " Slope Reductions 1st Measure Big Waste Dump
1 " " " Remeasure " " "
1 " Areas Big Waste Dump
1 " Volumes " " "

1 set Areas Waste Dump at County Bridge
1 " Volumes " " " " "
1 " Haul Summary
2 books Field Notes, 1936
1 " Field Notes, 1937
1 " Construction Profile
1 " Construction Map
1 roll Cross Sections, Containing:
Slide in Roadway Fill, 1937
Slide in Cut
Waste Dump at Hilltop Garage
Waste Dump at Caslets
Waste Dump at Prewetts
Waste Dump at Sta. 2521+50 - 2526+96
Waste Dump at Young's Barn
Waste Dump at County Bridge
Waste Dump across Olalla Flat
1 roll Cross Sections Slide Cut, Sta. 2528+15 - 2531+50
1 " " " Sta. 2525+00 - 2527+90
1 " " " Crushed Rock in Stock Piles
2 " " " Stock Pile Site
1 " " " County Road Approach
1 " " " Waste Dump Sta. 2495
1 " " " " " and Widening on Fills, Sta. 2526-32
1 " " " " " Sta. 2512+55 to 2513+58
1 " " " " 2475+00 to 2524+75
1 " " " " 2531+70 to 2554+50
1 " " " Channel Change
1 " " " Road Approach, Sta. 2517+90
1 " " " " " " 2540+50
1 " " " " " " 2494+50
1 " " " " " " 2549+50
1 " " " " " " 2519+76.5
1 " " " " " " 2544+50
1 " " " " " " 2540+30
1 " 8 Miscellaneous Sheets
1 " Showing Retaining Wall at Andersons
1 " Mass Diagram Neat Sections, Sta. 2510 to 2554+50
1 " " " " " " 2474+50 to 2508+00
1 " " " for Slide Material
1 sheet Cross Sections of Subbase and Base Rock Stockpiled for Slide Cut
13 Material Receipt Books for 1937
33 Material Receipt Books for 1936

2	sheets	Rock Summary
2	pages	Slope Reductions Slide Remeasure, 1936
11	"	Volumes Waste Dump and Slide, 1936
6	"	Neat Sections Exclusive of Slide Material, 1936
6	"	" " " " " " "
6	"	" " " " " " "
1	page	Tile and Culverts
1	"	Stock Pile Quantities
2	"	Summary of Rock Books (Also Carbon Copy)
1	"	Volumes Stock Pile Sites
3	"	Volumes Stock Piles
1	roll	Trench Excavation for Cement Rubble Masonry Retaining Wall
1	book	Daily Progress Reports, 1936

Three copies of the quantity summary sheet and four copies of the estimate are being transmitted to the office of S. H. Probert.

Yours very truly,

F. D. EASON,
Division Engineer.

By

C. F. O'Neil.

AM
cc R. E. Baldock
S. H. Probert
J. W. Bush
J. W. McCallister

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

#1851

150-e

September 28, 1937

Consolidated Highway Company, Inc.,
519 Henry Building,
Portland, Oregon.

Gentlemen:

Inclosed is a copy of a letter which the State Highway Department received today from Mr. F. C. Woolever of Klamath Fall.

Will you please give this matter such attention as it deserves and let me know what is done so that I may advise Mr. Woolever?

Yours very truly,

J. M. DEVERS

JMD:PW

cc F. C. Woolever
H. B. Glaisyer
E. G. Smith

United States Fidelity & Guaranty Co.

REFERRED TO
McFarland
BY SECRETARY

note on card

Klamath Falls, Wed. Sept. 23

Mr. J. M. Devers

Dear Sir:

I have some money coming from the Consolidated Highways. Was running retortheating oil on their job at Toledo, Oreg.

They promised to send my last check, but failed to do so. It seems they are in the habit of doing business that way, so I ask Mr. A. A. Anderson for advige before I left there and he advised me to report to you.

I finished there Sun. the 13th of Sept., and I figure they have had plenty of time by now. I have 34 1/2 hours at $1.20 per hour coming.

Anything you can do to help me get it would sure be welcome.

Thanking you in advance.

Truly yours

F. C. Woolever
1536 Sargent, Klamath Falls, Ore.

Form [illegible]

150-C

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

For Week Ending Sept. 24, 1937

Section Toledo-Simpson Creek
Kind of work Grading and Surfacing
Highway Corvallis-Newport
Section prefix 21-1103
Contractor Consolidated Highway Co., Inc.
Contract number 1851
Date of contract April 6, 1936
Date of completion [illegible] June 30, 1937
Date work started May 1, 1936
Estimated date of completion Sept. 22, 1937
Amount of contract $104394.00
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $131459.37
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $8737.44, 6.6 %
Date project was completed September 22, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sat. Sept. 18-	Placing final seal Simpson Creek-Toledo Section. Anderson, Paulsen and Heim on job. Thorpe on Toledo final, DuRette at Salem, Downey sick.
Sun. Sept. 19-	No activity.
Mon. Sept. 20-	No activity on job due to wet road. Party on Toledo final. Downey sick.
Tue. Sept. 21-	Dusting and brooming oiled section. Party on inspection, and Toledo final. Downey sick. Haynes arrived on job.
Wed. Sept. 22-	Contractor broomed roadway this date. Job completed. Party on inspection and setting RW posts for slide area.
Thu. Sept. 23-	Thorpe, Paulsen and Heim on Toledo final, Haynes and Du Rette with V.L.Goodnight re Eddyville and Siletz stock pile sites.
Fri. Sept. 24-	Party on Siletz stock pile sites
Sat. Sept. 25-	Party setting R/W posts on slide area Haynes in Toledo getting options for Eddyville stock pile sites.

RECEIVED
SEP 27 1937
DIVISION ENGINEER
DIVISION NO. [illegible]

RECEIVED
[illegible] 1937

NOTED
[illegible] SMITH

Signed C. A. Du Rette

Address Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.5	6.2		6.2	
Miles partially completed					
Miles completed	1.5	6.2		6.2	
Total estimated quantities	259233 cy.	17948 cy.	1050 cy	245 T.	
Estimated quantities moved or placed to date	complete	complete	complete	complete	
Average daily quantities	±	-	-	-	
Average daily quantities necessary to complete project on time	-	-	-	-	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				27	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lincoln COUNTY	Linn COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4				2	2	8
Men and teams							
Men and trucks under 3 tons	1	1			2		4
Men and trucks over 3 tons							
Shovels ~~Men and tractors~~					1		1
Misc. Semiskilled	2				10		12

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bull dozers ...., Sheet-foot rollers 1 distributor, 5 lt. Trucks, Retort and Boiler.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sat. ~~Sunday~~	cloudy	2	rain
Monday	fog	8	wet roadway.
Tuesday	clear		
Wednesday	fair		
Thursday	clear		
Friday	clear		
Saturday	clear		

#1861

RECEIVED
SEP 21 1937
FOR FILING
150-e

September 18, 1937

Mr. H. A. Sheppard
Box 165
Toledo, Oregon

Dear Sir:

This acknowledges receipt of statement signed by you and H. M. Sheppard releasing the Consolidated Highway Company, Inc., and its surety, the United States Fidelity and Guaranty Company, from any and all claims against them for labor and material furnished them by you in the construction of the Toledo-Simpson Creek Project, State Highway Commission Contract No. 1861.

We are notifying the surety and the contractor of this release, and making note of the same in our records and files of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

September 16, 1937

United States Fidelity & Guaranty Company
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

Following is a copy of a release which we have this day received in connection with the Toledo-Simpson Creek contract:

> "KNOW ALL MEN BY THESE PRESENTS, That H. A. Sheppard in consideration of the sum of Eighty-seven and Thirty-two one-hundredths dollars in hand paid by the Consolidated Highway Company-., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Company, Inc., and the United States Fidelity and Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and material furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Toledo-Simpson Creek Project, State Contract No. 1851.
>
> And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.
>
> Dated this 9th day of Sept., 1937.
>
> H. A. Sheppard (signed)
>
> H. M. Sheppard " (signed)

We are noting in our records the settlement of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MML
cc - Consolidated Highway Co., Ind.

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

To: The Oregon State Highway Commission and to
Others Whom It May Concern:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, That H. A. Sheppard in consideration of the sum of Eighty Seven and Thirty Two one hundreths dollars in hand paid by the Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity and Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and material furnished by the undersigned to the Consolidated Highways Co., Inc., in the construction of what is known as the Toledo Simpson Creek Project, State contract No. 1851.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 9th day of Sept., 1937.

H A Sheppard
Hm Sheppard

REFERRED TO
Mr Ireland
BY SECRETARY

acknowledge receipt
in usual manner
ORS

RECEIVED
SEP 9 1937
FOR FILING
150-C

September 3, 1937

Mr. A. W. Murray
Superintendent of Claims
United States Fidelity & Guaranty Company
808 Central Building
Seattle, Washington

Dear Sir:

Responding to your letter of August 30, addressed to Mr. H. B. Glaisyer, Secretary, advise that the contractor was absolutely wrong when he said there was no money to pay the estimate. We pay estimates when due. We do, however, expect you, as surety, to pay your bills when due. You should not wait until the estimate has been paid until you pay the bills incurred by the contractor. There is no use of writing surety bonds and paying premiums indirectly unless the sureties fulfill their obligations when called upon.

Very truly yours,

State Highway Engineer

RHD:MHL

This letter came in to you but due to the fact that this man Murray made some statements which had to be answered I took it up with Probert and he replied.

McFarland.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Attention: Mr. A. F. Murray,
Superintendent of Claims

Gentlemen:

Reference is made to your letter of August 30th, addressed to Mr. H. B. Glaisyer, concerning a claim of the McKay Hardware Store at Toledo against the Consolidated Highway Company, Inc., in connection with that Company's contract for the grading and surfacing of the Toledo-Simpson Creek Section. In this letter the statement is made that the contractor has advised you that no estimate for the month of August was made up for the Toledo-Simpson Creek Project "because of lack of funds with which to pay same".

In order to clear the record in regard to this matter, we wish to inform you that the delay in the payment of the August estimate was not occasioned by any lack of funds on the part of the State, but was due to the estimate having been held up in the Division office, pending adjustment of certain details in connection with some force account allowances. The estimate should not have been held up on this account, but it was so held up, and for that we are sorry. Voucher covering payment on the delayed estimate is being sent to the contractor for his signature today.

We are sending you this information so that you will not be laboring under the misapprehension that the State is having any difficulty in meeting its payments to contractors.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Consolidated Highway Co., Inc.
517 Henry Building
Portland, Oregon

Mr. H. B. Glaisyer

M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

September 1, 1937

United States Fidelity and Guaranty Company
306 Central Building
Seattle, Washington

Attention: Mr. A. F. Murray,
Superintendent of Claims

Gentlemen:

Reference is made to your letter of August 30th, addressed to Mr. H. B. Glaisyer, concerning a claim of the McKay Hardware Store at Toledo against the Consolidated Highway Company, Inc., in connection with that Company's contract for the grading and surfacing of the Toledo-Simpson Creek Section. In this letter the statement is made that the contractor has advised you that no estimate for the month of August was made up for the Toledo-Simpson Creek Project "because of lack of funds with which to pay same".

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We are sending you this information so that you will not be laboring under the misapprehension that the State is having any difficulty in meeting its payments to contractors.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Consolidated Highway Co., Inc.
517 Henry Building
Portland, Oregon

Mr. H. B. Glaisyer

RECEIVED
[illegible] 31 1937
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

August 30th, 1937

H. B. Glaisyer, Sec.
Oregon State Highway Commission
Salem, Oregon

Re: Claim McKay Hardware Store
Toledo, Oregon - $69.10

Dear Mr. Glaisyer:

Your letter of August 26th to the United States Fidelity & Guaranty Company at Portland has been forwarded to the writer for attention.

We realize that there has been some delay in paying some of the bills at Toledo. Part of this delay has been due to the fact that the contractor did not receive any estimate for August. The contractor advises the writer that although there is approximately $8000 earned that they have been advised that no estimate was made up because of lack of funds with which to pay same. Due to these circumstances we will have to ask on behalf of the contractor your indulgence in connection with these outstanding accounts. The same will be taken care of as soon as the monies come to our hands.

Sincerely yours,

A. W. Murray
Supt. of Claims

AWM:AD

Seattle 66

RECEIVED
SEP 2 1937
FOR FILING
150-e

September 1, 1937

United States Fidelity and Guaranty Company
306 Central Building
Seattle, Washington

Attention: Mr. A. E. Murray,
Superintendent of Claims

Gentlemen:

Reference is made to your letter of August 30th, addressed to Mr. H. B. Glaisyer, concerning a claim of the McKay Hardware Store at Toledo against the Consolidated Highway Company, Inc., in connection with that Company's contract for the grading and surfacing of the Toledo-Simpson Creek Section. In this letter the statement is made that the contractor has advised you that no estimate for the month of August was made up for the Toledo-Simpson Creek Project "because of lack of funds with which to pay same".

In order to clear the record in regard to this matter, we wish to inform you that the delay in the payment of the August estimate was not occasioned by any lack of funds on the part of the State, but was due to the estimate having been held up in the Division office, pending adjustment of certain details in connection with some force account allowances. The estimate should not have been held up on this account, but it was so held up, and for that we are sorry. Voucher covering payment on the delayed estimate is being sent to the contractor for his signature today.

We are sending you this information so that you will not be laboring under the misapprehension that the State is having any difficulty in meeting its payments to contractors.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MH

cc Consolidated Highway Co., Inc.
517 Henry Building
Portland, Oregon

Mr. H. B. Glaisyer

x #1851

RECEIVED
AUG 26 1937
FOR FILING
150-C

August 26, 1937

McKAY'S HARDWARE STORE
Toledo, Oregon

Attention: A. A. McKay

Gentlemen:

We are in receipt of your letter of August 24, stating that you have a bill in the amount of $69.10 against Consolidated Highway Company in connection with their contract, No. 1851, for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County.

We are today notifying the contractor, and the surety whom he furnished for your protection, of this claim and suggest that you do the same. The United States Fidelity and Guaranty Company, represented by G. B. Eckles, Bedell Building, Portland, is the surety on the bond. It would be well also to notify the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed herewith for your guidance.

Very truly yours,

Secretary

[illegible]

encl.

Salem, Oregon,
August 26, 1937.

UNITED STATES FIDELITY & GUARANTY COMPANY
G. R. Eckles, General Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received notice, sent us by McKay's Hardware Store, Toledo, Oregon, of their claim against Consolidatef Highway Company, in the amount of $69.10, in connection with Contract No. 1861, for the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County.

This notice is being sent you as surety on the contractor's bond. Please see that it is given prompt attention.

Very truly yours,

Secretary

MEL.

cc - Consolidated Highway Company

RECEIVED
AUG 26 193
OREGON
STATE HIGHWAY COMMISSION

HARDWARE
BUILDING SUPPLIES
PLUMBING SUPPLIES
SPORTING GOODS
PAINTS AND OILS
AUTO [illegible] OIL
TIRES AND TUBES

PHONE 58
McKAY'S HARDWARE STORE
A. A. McKAY

ELECTRIC APPLIANCES
ELECTRIC WIRE MATERIAL
GLASSWARE
CROCKERY
RADIOS
AUTO SUPPLIES
ELECTRIC
REFRIGERATORS

TOLEDO, OREGON, 8/24/37

State Highway Commission.
Salem Oregon.

We have a bill against the Consolidated Highway Co for Material furnished them on the Job here. $169.10 as they do not pay thought you could help me collect it. please advice me at once.

Yours Truly
McKAY'S HARDWARE STORE
A A McKay

#1851

RECEIVED
AUG 26 1937
FOR FILING

150-C

August 25, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received from Mr. Earl Snell, Secretary of State, three copies of a notice of claim by Otto Yunker, in the amount of $460.07, against The Consolidated Highway Company., Inc., for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, being State Highway Commission Contract No. 1851.

We are sending you, as surety on the bond, one of these copies, and the other to the contractor.

Very truly yours,

Secretary

[redacted]

encl.

cc - Consolidated Highway Company

August 25, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your letter of August 18, enclosing three copies of a notice of claim by Otto Kumber for $460.07 against The Consolidated Highway Company, Inc, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway.

We shall see that a copy of this claim is forwarded to the contractor and to the surety on his bond, U. S. Fidelity & Guaranty Company.

Very truly yours,

Secretary

MEL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 19 1937
OREGON
STATE HIGHWAY COMMISSION

August 18, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Otto Yunker for $460.07 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway which was received from Dwight Lear, Attorney, Salem, Oregon, and filed today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:Fm
enc 3

REFERRED TO
Mrs Lewis
BY SECRETARY
prepare letter

To STATE OF OREGON

Notice hereby is given that the undersigned, Otto Yunker, has a claim for truck service rendered the Consolidated Highway Company, Incorporated, in the sum of $460.07, against the bond taken from the United States Fidelity and Guaranty Company, of which Walter F. Cline of Portland, Oregon is agent, for the work of contract No. 1851-Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, 1.5 miles grading and 6.2 miles surfacing and oiling.

Attached hereto and marked as exhibit "A" and by reference made a part hereof is a complete itemized statement covering the claim of the undersigned Otto Yunker.

OTTO YUNKER
Claimant

STATEOF OREGON, }
} ss.
County of Marion. }

I, Otto Yunker, being first duly sworn, dispose and say upon oath,

That I am Otto Yunker the above named claimant; that I have knowledge of the above described and attached claim; that the foregoing account is correct and just; that the services therein specified have been rendered the Consolidated Highway Company, Incorporated, as stated; that the charge thereof is reasonable and that no part thereof has been heretofore paid.

OTTO YUNKER

Subscribed and sworn to before me this 17th day of August, 1937.

(SEAL)

DWIGHT LEAR
Notary Public for Oregon.
My commission expires April 26, 1941.

* * * * * * * * * * * * * *

EXHIBIT "A"

Date	Truck No.	Driver	Hours
6/29/37	23	Cameron	7½
6/29/37	24	Newton	8
6/30/37	23	Yunker	7
6/30/37	24	Blanton	8
6/30/37	23	Cameron	8
6/30/37	24	Newton	8
7/1/37	23	Yunker	7
7/1/37	24	Blanton	7
7/1/37	23	Cameron	6
7/1/37	24	Newton	5½

7/2/37	23	Yunker	1½
7/2/37	24	Blanton	5
7/6/37	23	Yunker	6
7/6/37	24	Blanton	6
7/6/37	23	Cameron	8
7/6/37	24	Newton	8
7/7/37	23	Yunker	7½
7/7/37	24	Blanton	8
7/7/37	23	Cameron	6
7/7/37	24	Newton	6
7/8/37	23	Yunker	6
7/8/37	24	Blanton	6
7/8/37	23	Cameron	7
7/8/37	24	Newton	7
7/9/37	23	Yunker	8
7/9/37	24	Blanton	8
7/9/37	23	Cameron	6
7/9/37	24	Newton	6
7/10/37	23	Yunker	5½
7/10/37	24	Blanton	5½
7/12/37	24	Blanton	1
7/19/37	23	Yunker	7
7/19/37	24	Blanton	7
7/19/37	23	Cameron	8
7/20/37	23	Yunker	8
7/20/37	24	Blanton	8
7/20/37	23	Cameron	7
7/20/37	24	Newton	7
7/21/37	23	Yunker	6
7/21/37	24	Blanton	6
7/21/37	23	Cameron	8
7/21/37	24	Newton	8
7/22/37	23	Yunker	10
7/22/37	24	Blanton	10
7/22/37	23	Cameron	9½
7/22/37	24	Newton	9½
7/23/37	23	Yunker	8
7/23/37	24	Blanton	8
8/23/37	23	Cameron	8
7/23/37	24	Newton	8
7/24/37	23	Yunker	8
7/24/37	24	Blanton	8
7/24/37	23	Cameron	8
7/24/37	24	Newton	8
7/24/37	23	Yunker	6
7/24/37	24	Blanton	6
7/26/37	23	Blanton	6
7/26/37	24	Blanton	4
7/24/37	23	Blanton	4
7/27/37	24	Blanton	4
7/28/37	23	Yunker	9
7/28/37	24	Blanton	9
7/29/37	23	Blanton	4
7/29/37	24	Blanton	4
7/31 '37	23	Blanton	8
8/3/37	23	Blanton	6

Endorsed: File No. 2686
Filed 8/18/37
EARL SNELL, Secretary of State

FORM 5-K-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 30 1937
FOR FILING
150-C

August 28, 1937

Consolidated Highway Company, Inc.,
519 Henry Building,
Portland, Oregon.

United States Fidelity & Guaranty Co.,
Board of Trade Building,
Portland, Oregon.

Attention: Walter Cline

Gentlemen:

A firm by the name of Altree & Sanford has filed with the Highway Commission a claim against the Consolidated Highway Company, Inc., in the sum of $1464.15, which I believe is compensation claimed for furnishing crushed rock in connection with the contract entered into by the Consolidated Highway Company, Inc. for highway construction in Lincoln County.

Will you please give this matter your immediate attention and advise me what will be done with this claim?

Yours very truly,

J. M. DEVERS

JMD:FW

cc R. H. Baldock
F. D. Mason

NOTED
State Highway Engineer

RECEIVED
AUG 21 1937
FOR FILING
150-e

#1851

August 20, 1937

Bittner Plug and Lumber Company
Toledo, Oregon

Gentlemen:

This acknowledges your letter of the 18th instant advising of your claim in the amount of $79.68 against Consolidated Highway Company, Inc., representing services rendered that company in connection with its state highway contract at Toledo. The contract to which you refer is State Highway Contract No. 1851 for grading and surfacing on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County.

The contractor furnished a bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. We offer this bond to you for the protection of your claim and would suggest that you file a statement with the resident agent of the company, Mr. Walter F. Kline, who has offices in the Board of Trade Building, Portland. He represents the United States Fidelity and Guaranty Company.

I would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

If you secure no satisfaction from the bonding company, it will be necessary for you to take your claim to court.

Very truly yours,

Secretary

RBG:AM

August 20, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell Agents
300 Central Building
Seattle, Washington

Gentlemen:

I am inclosing for your information a claim that we have just received from Bittner Plug & Lumber Company of Toledo against the Consolidated Highway Company, Inc., same being in the sum of $79.68 for hauling of dirt in connection with the Consolidated Highway Company's contract with the Highway Commission at Toledo. You will note that the service was rendered in the early part of June.

Mr. Bittner advised that the company promised to pay him but has failed to do so and has moved off the job. This information is given you inasmuch as you appear as surety on the bond furnished by the contractor in connection with this job. We will appreciate your early attention to this claim inasmuch as it appears to us that it is considerably over due.

Very truly yours,

HBG:AM

Secretary

cc - Walter F. Kline
Board of Trade Bldg.
Portland, Oregon

TTNER, MANAGER

PHONE SANDY 141

BITTNER PLUG & LUMBER CO.

MANUFACTURERS OF

WOODEN PLUGS AND LUMBER

SANDY, OREGON,

Toledo August 18, 1937

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed you will find a statement for the hawling of dirt with a dump truck, we did for Consolidated Construction Co. at Toledo, Oregon.

They promised to pay but have failed to do so, and have moved off of the job.

We are kindly asking you to look into the matter.

Yours very truly,

F W Bittner

BITTNER PLUG & LUMBER CO.

ANSWERED
H. B. G.

BITTNER PLUG & LUMBER CO.
SANDY, OREGON

F. W. BITTNER, MANAGER

PHONE ~~SANDY~~ Toledo 57

Toledo ~~SANDY, OREGON,~~ Aug 1 1937

M Consolidated Construction Co
Toledo, Ore

TO **BITTNER PLUG & LUMBER CO.** DR
MANUFACTURERS OF
WOODEN PLUGS AND LUMBER

DATE			DR		CR	
June	4	7 hours @ $1,25 per hr.				
"	5	7 " @ $1,25 " "				
"	7	8 " @ $1,25 " "				
"	8	8 " @ $1,25 " "				
"	9	7 " @ 1,25 " "				
"	10	7 1/2 " @ 1,25 " "				
"	11	3 3/4 " @ 1,25 " "				
"	14	7 1/2 " @ 1,25 " "				
"	15	4 1/2 " @ 1,25				
		Total of 63 3/4 hrs @ $1,25 per hr.	$79	68		

#1851

RECEIVED
AUG 6 1937
FOR FILING

150-e

August 4, 1937

Mr. H. M. Sheppard
Box 168
Toledo, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 2, advising us of your claim against Consolidated Highway Company, Inc., for services rendered that company in connection with its contract with the State Highway Commission for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, Contract No. 1851.

In connection with this project the contractor was required to furnish the state with a surety bond for the protection of labor and materials claims and all just debts, dues and demands incurred against the project. Such bond was written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline is agent, with offices in the Board of Trade Building, Portland. I would suggest that you file the notice of your claim with Mr. Cline, and I believe it will be taken care of. If not, then you will have to resort to court action, in which event you should file notice of your claim with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

To further assist you in securing settlement of your claim, I am bringing it to the attention of the surety company with the request that they make investigation and see that the claim is paid.

Very truly yours,

Secretary

HBG:MBL

encl.

August 4, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
    Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have just received from Mr. H. M. Sheppard, Toledo, Oregon, with regard to his account against the Consolidated Highway Company, Inc., for services rendered in connection with Contract No. 1651 for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway.

We will appreciate it if you will see that this claim is promptly taken care of.

Very truly yours,

Secretary

HDG:MHL

encl.

cc - Consolidated Highway Company, Inc.
    424 Henry Building, Portland

ERRED TO
Mr. Glaisyer
By State Highway Engineer

Please write this
man and tell him
that you will
place his claim
with the surety,
and proceed to
do so.

J.R.

Toledo, Oregon.
Aug. 2-1937
Hy. Comm.

#1851

d for. consolated
e on there
7-37 to June 15.37
th my Turk
Payed 50¢ Per
ecks which I
after they came
ro, but have
Not received any of the Truck
rent at this time as yet. 66 hr. $82.50
On June 23 I hauled 6 yds. of
Base rock From Agate Beach
Quarry at 80¢ Per yd. for which
they have Never Payed any
Labor time or truck rent yet.
$4.80

ACKNOWLEDGED
H. R. GLAISYER

KERS

OUTGOING COLLECTION
DEPARTMENT

NO. 21593 #1851

12 37

A/C
WEBBER
N. COTTAGE

SITOR'S AND No.	DATE	DUE	AMOUNT
2 37 111	6 19 37 LESS: COST DISCOUNT EXCHANGE		2.96 10 2.86
			NET

---

has no account

discount all of their

idated sent a letter to them

all the checks and the

That last Sat. they (the bank)

the extend of $280.00

re not protected by any account

ecks other than have a man

ashing all these checks imme-

Bay Webber

Subscribed and sworn to before me this ____________ day of

______________, 193~~6~~7

____
Notary Public for Oregon

My commission expires: ________

RECEIVED
3 - 1937
OREGON
STATE HIGHWAY COMMISSION

Toledo, Oregon.
Aug. 2-1937

Oregon State Highway Comm.
Salem Oregon.

#1851

Dear Sirs

I worked for consolidated Highway Co. Inc. here on there Toledo Job. From June 7-37 to June 15-37 on dirt hauling with my Truck For $1.75 per hr. they payed 50¢ Per hr. for driving time With bogus checks which I finaly got rid of after they came back a time or two, but have Not recived any of the Truck rent at this time as yet. 66 hrs. $82.50

On June 23 I hauled 6 yds. of Base rock From Agate Beach Quarry at 80¢ Per yd. for which they have never payed any Labor time or truck rent yet. $4.80

ACKNOWLEDGED
H. B. GLAISYER

KERS

OUTGOING COLLECTION
DEPARTMENT

NO. 21593 #1851

12 37

A/C
WEBBER
M. COTTAGE

ITOR'S AND No.	DATE	DUE	AMOUNT
2 37	6 19 37		2.96
111	LESS: COST DISCOUNT EXCHANGE		10
			2.86
			NET

---

discount all of their

dated sent a letter to them

all the checks and the

That last Sat. they (the bank)

the extend of $280.00

e not protected by any account

cks other than have a man

shing all these checks imme-

Ray Webber

Subscribed and sworn to before me this __________ day of

__________, 1937.

____
Notary Public for Oregon

My commission expires: ________

The road is Now open to travel and, they seem to be done and Moving out. I have some Gas Bills and others to Pay for. it makes a fellow's credit look bad. I Wonder if there is some thing you could do about it for me. There is 6 or 8 other fellows here in the same fix. I would appreciate very Much to get this Money if You could help Me.

Thanking You in advance
I remain
H.M. Sheppard.
Box 163
Toledo Oregon.

KERS

OUTGOING COLLECTION DEPARTMENT

NO. 21593 #1851

12 37

A/C
WEBBER
N. COTTAGE

ITOR'S AND No.	DATE	DUE	AMOUNT
2 37 111	6 19 37 LESS: COST DISCOUNT EXCHANGE		2.96 10 2.86
			NET

---

has no account

discount all of their

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all the checks and the

That last Sat. they (the bank)

o the extend of $280.00

re not protected by any account

hecks other than have a man

cashing all these checks imme-

Ray Webber

Subscribed and sworn to before me this ____________ day of

______________________, 193~~6~~7

____
Notary Public for Oregon

My commission expires: ________

ADVICE
TO DEPOSITOR

LADD & BUSH, BANKERS
SALEM, OREGON

OUTGOING COLLECTION
DEPARTMENT
NO. 21593 #1851

150-C

[redacted]

7 12 37

TO
CKG. A/C
RAY WEBBER
701 N. COTTAGE

PAYER	DEPOSITOR'S DATE AND No.	DATE	DUE	AMOUNT
CONSOLIDATED HIGHWAY CO., INC. PAYROLL TREASURY CERT.	7 12 37 #9111	6 19 37		2.96
		LESS: COST DISCOUNT EXCHANGE		10 2.86
				NET

DOCUMENTS AND SPECIAL INSTRUCTIONS

Paid & CREDITED
TO YOUR ACCOUNT
96-1 JUL 16 1937 96-1
LADD & BUSH, Bankers
SALEM, OREGON

DISPOSITION INDICATED BY STAMP

Mr. Moore says that the Consolidated Hwy Co. has no account at his bank (no other bank in town) and that they discount all of their Treasurery Payroll Certificates. That the Consolidated sent a letter to them saying they intended to deposit $1500.00 to cover all the checks and the discounts but have not as yet deposited anything. That last Sat. they (the bank) agreed to cash payroll checks for the last week to the extend of $280.00 which was the amount of the payroll. That they are not protected by any account or other means, that they can not collect on these checks other than have a man appear at the Consolidated office for payment.

That they are going to discontinue cashing all these checks immediately until a deposit is made.

Ray Webber

~~Subscribed and sworn to before me this ____________ day of~~

~~________________, 1937.~~

~~____________________~~
~~Notary Public for Oregon~~
~~My commission expires: ________~~

#1851

[illegible]
JUL [illegible] 1937
FOR FILING

150-C

~~STATE OF OREGON,~~)
~~ss~~
~~COUNTY OF ____________,~~)

~~I~~, Mr. C.P.Moore,Cashier ____________, ~~being first duly~~
The National Security Bank,
Toledo.
~~sworn, depose and say~~:

Mr. Moore says that the Consolidated Hwy Co. has no account at his bank (no other bank in town) and that they discount all of their Treasurery Payroll Certificates. That the Consolidated sent a letter to them saying they intended to deposit $1500.00 to cover all the checks and the discounts but have not as yet deposited anything. That last Sat. they (the bank) agreed to cash payroll checks for the last week to the extend of $280.00 which was the amount of the payroll. That they are not protected by any account or other means, that they can not collect on these check other than have a man appear at the Consolidated office for payment.

That they are going to discontinue cashing all these checks immediately until a deposit is made.

Ray Webber

~~Subscribed and sworn to before me this ____________ day of~~
~~____________, 1936.~~7

~~Notary Public for Oregon~~
~~My commission expires: ________~~

RECEIVED
JUL 7 1937
FOR FILING

150-e

July 3, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of July 1st concerning the Consolidated Highway Co. Inc., Contract No. 1851, Toledo-Simpson Creek Section in Lincoln County, you are advised that this contract will probably be completed about July 31, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1851

SHELL OIL COMPANY

1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

July 1, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: Consolidated Highway Company
Contract Number 1851

Previously you advised us that the above indicated job would be completed about June 1. Has the work been finished and, if so, kindly give us the completion and acceptance dates.

For your convenience, stamped and addressed envelope is enclosed, and we thank you for your usual cooperation.

Very truly yours,

SHELL OIL COMPANY

[illegible]

RER:GC

FRANK J. HURNER
Division Credit Manager

E- $113,677.05 - Dec. 15

#1851

FORM 401 P. 4-36 10M

RECEIVED
JUN 22 1937
FOR FILING

150-e

[illegible] 17 1937
STATE [illegible] COMMISSION

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

June 16, 1937

Oregon State Highway Commission,
Salem, Oregon.

RE: EDWIN C. GERBER
Oregon City, Oregon

Gentlemen:

It is our understanding that Edwin C. Gerber has been awarded a contract for the oiling of a section of the Oregon Coast Highway in the vicinity of Newport, Oregon.

We anticipate furnishing petroleum products on this operation and will therefore appreciate your completing the attached contractor questionnaire and returning to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B
Encl

1M 5-27
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUN 1[illegible] 1937
FOR FILING
150-C

June 14, 1937

IN REPLY PLEASE
REFER TO FILE NO.
21-1103

Mr. Mason Sealet,
Toledo, Oregon.

Dear Sir:

I have your letter of June 7th, with reference to the roadway near the Corvallis-Newport Highway on which the contractor placed some waste material from the slide excavation on the highway nearby, at the request of the interested property owners.

Please be advised that we have no obligation in the matter of the improvement of this street other than allowing the contractor to dispose of some of the material which the property owners desired placed on this road. The contractor, I believe, bladed the material at the time and we are again asking him to use the County bulldozer which he has in use for the completion of this project, in order to put this waste material placed on the road last fall, in better condition.

If you wish additional material placed on the road, you will please make your arrangements with the contractor, and we will give him permission to place additional material if same is available. The County is now taking considerable of this material for the improvement of some County road nearby, so it might be well to get in touch with the County Court so that your needs on your road may be taken care of without interference with the County improvement.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
cc R. H. Baldock ✓
C. A. DuRette

NOTED
State Highway Engineer

RECEIVED
JUN 12 1937
FOR FILING
Marist
Approach
Roads

June 10, 1937

Mr. Mason Gaalst
Toledo, Oregon

Dear Sir:

I have asked Mr. Mason, our Division Engineer, to call on you with reference to the approach to your property.

Very truly yours,

State Highway Engineer

RHB:MI
cc Mr. F. D. Mason

Form 338—5M—7-36

150-C

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 11, 1937

Section Toledo- Simpson Creek

Kind of work Grading & Surfacing.

Highway Corvallis- Newport

Section prefix 21-1103

Contractor Consolidated Highway Co., Inc.

Contract number 1851

Date of contract April 16, 1936

Date of completion July 1, 1937

Date work started May 1, 1936

Estimated date of completion July 1, 1937

Amount of contract $104394.00

Per cent of time elapsed 36 %

Estimated cost of completed project, exclusive of engineering $131459.37

Per cent of contract completed, based on total contract price 85 %

Engineering cost to date, $6150.00, 5.9 %

Date project was completed ...., 193..

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sat., Mon, & Tues. - One shovel loading trucks hauling to county bridge approach. One shovel side casting making road up slide. All equipment 1 shift.

Wed., Thurs., &Fri. - One shovel, one shift loading trucks hauling to county bridge approach. One shovel 1 shift loading trucks hauling to slide in roadway at Sta. 2513.

Party at Toledo Wed. and Thurs. setting subgrades thru slide cut and staking drain ditches at each end of Ollala flat, staking subgrade drains and setting Station stakes for oiling.

Du Rette at project Tuesday and Friday.

RECEIVED JUN 1937

Signed C. A. DuRette

Address Alsea, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

JL:AL
cc Ore. State Hwy. Commissinn

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date	6200				
Average daily quantities	900 3 days 1 shift				
Average daily quantities necessary to complete project on time	3 days 2 shifts.				
Number shifts per day					
Hours per shift	8				
Average force on project for week	34				

Percentages of men employed on contract to be secured from:

Lincoln County, 94 %; Mult. County, 3 %; Lane County, 3 %; .... County, ... %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lincoln COUNTY	Mult. COUNTY	Lane. COUNTY	COUNTY	OTHER SOURCES		
Men	15	1					
Men and teams							
Men and trucks under 3 tons	14		1				
Men and trucks over 3 tons							
Men and tractors	1						

Equipment used during week: Shovels 2, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers 1, Sheet-foot rollers ...., ... Light Trucks. 15 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sat.	Fair		
Sunday	"		
Monday	"		
Tuesday	"		
Wednesday	Showers		
Thursday	"		
Friday	Cloudy		
Saturday			

cc Ore.State Hwy. Commission

RECEIVED
JUN 10 1937
FOR FILING

C
O
P
Y

150-C

June 5, 1937

United States Fidelity & Guaranty Co.
615 Board of Trade Building
Portland, Oregon

Attention, Mr. Walter F. Cline

Dear Sir:

In reference to two claims filed by C. D. Kelley on our contracts #1850 and #1851.

It is not our intentions to pay either one of these claims and we will resist them and stand a lawsuit for the reasons set out below.

Mr. Kelley had his Shovel in our Quarry, we paid him $1.20 per hour for his services and #.14½ ¢ per yard for his Shovel. His Trucks were paid $1.75 per hour and $2.00 per hour under our big Shovel less his Truck Driver Payroll, expense and up-keep and we also made his Truck payments that were in default when he came on our contracts.

While the President of our Company was away the Finance Company was away the Finance Company was re-possing his Trucks. Mr. Hibbard our Secretary and Treasurer rather than see Mr. Kelley lose his Trucks and his account was then indebted to the Consolidated Highway Company, Inc., made him a loan on his note for approximately $789.00. As it now stands with Mr. Kelley's note, his account with us is practically $1000,00 indebted to the Consolidated Highway Company, Inc.

Mr. Kelley never did at any time present us with a bill and apparently has used this means to try to force our Company to pay something that is not due him, so we assure you that this Company is ready and prepared to stand a lawsuit in defending any such claim, as this claim is entirely without merit.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY INC.

By Sgd. John A. Logan
President

JL:AL
cc Ore.State Hwy. Commissimn

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUN 2 1937
FOR FILING
150-C

June 1, 1937

IN REPLY PLEASE REFER TO FILE NO. 21-1105

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: **Attention: H. G. Smith, Construction Engineer**

There is being handed you herewith an "Order for State Force Work" on Contract Projects, covering required work on the Toledo Section, in conformity with Right of Way agreement. This order was evidently referred to the Legal Department for their approval and returned by Mr. DeSouza with a letter concerning the charges for this work.

The work covered by the order is not work that was contemplated or covered by the original contract or anticipated in connection with the rehabilitation of the existing conditions prior to the contract work. It covers an item distinctly incidental to Right of Way settlement, and was undoubtedly necessary to satisfy the property owner in lieu of additional cash outlay in securing the right of way.

In justification of our construction costs and the over-run on this job, which is very considerable, it has been noted on the order that this work was made necessary by the Right of Way agreement and that additional funds would be required. The charges, of course, are being incorporated into the construction costs. I presume the only reason it was submitted to the Right of Way Department was to get their approval for work required to complete the State's obligations as covered by their Right of Way agreement.

Mr. McCallister has several times recently, called my attention to these things that he had agreed to do and asked that we get the work done immediately so that he could complete his deals.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MH
Enc.
cc Mr. R. H. Baldock
Mr. J. M. DeSouza

FORM 5-A-1 5M 3-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 2 1937
FOR FILING

150-e

June 1, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. G. A. DuRette,
Resident Engineer,
Newport, Ore.

NOTED
State Highway Engineer

Dear Sir:

We are handing you this date Dec. 12, 1936 payroll on the Toledo-Simpson Creek Project, Consolidated Highway Company Contractor.

This payroll is from the Salem office files and apparently is the last one submitted. You may use this in checking the next payroll submitted by the contractor and return same promptly as we will need it to check the next payroll submitted to this office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H

cc
R.H. Baldock ✓
F. D.Eason

FORM 5-K-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 2 1937
FOR FILING
150-2

May 28, 1937

Mr. F. D. Eason,
Office.

NOTED
State Highway Engineer

Dear Sir:

Reference is made to the inclosed six copies of order for state force work, contract No. 1851, Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County covering the building of two hundred feet of guard fence along new driveway to Anderson property in Toledo, which order has been forwarded to us for approval as a right of way charge.

Charges of this nature were discussed with Mr. Baldock some two or three years ago, and it was the decision that where existing driveways are encountered in construction work and have to be reconstructed or moved to new locations by reason of cuts or fills such work is a construction item charge and is not a proper right of way charge.

It is true that in many instances, in order to protect their interests, owners insist upon having items included and mentioned in the final setup which would be a legal obligation of the department whether mentioned or not, or would be such a legal obligation even though no additional right of way were acquired. Therefore, the mere fact that an item of this nature has been mentioned in the option or shown in the final settlement should not be determinative of whether or not the item is a construction charge or a right of way charge.

We regard the construction of this approach road, with incidental fencing made necessary by hazards introduced on account of excavation slopes, as a construction item and not a right of way charge, and the order for state force work is therefore returned without our approval.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:PW
Inc.

cc R. H. Baldock
H. G. Smith

#1851

RECEIVED
MAY 28 1937
FOR FILING
150-C

May 28, 1937

U. S. FIDELITY & GUARANTY COMPANY
    C. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by C. D. Kelley, in the amount of $2,051.86, against the Consolidated Highway Company, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, being State Highway Commission Contract No. 1851.

We are handing you herewith one of these notices since you are named surety on the bond furnished by the contractor, to whom also a copy is being sent.

Very truly yours,

Secretary

[illegible]

cc - Consolidated Highway Company
     424 Henry Building, Portland

encl.

May 28, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt from your office of three copies of a notice of claim by C. D. Kelley, in the amount of $2,051.86, against the bond taken from the Consolidated Highway Company, as principal, and the United States Fidelity and Guaranty Company, as surety, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, being State Highway Commission Contract No. 1851.

Copies of this notice are being forwarded by us to the contractor and his surety.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 27 1937
OREGON
STATE HIGHWAY COMMISSION

May 26, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by C. D. Kelley for $2051.86 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guarantee Company, surety, for work on the Toledo-Simpson Creek Job, which was received from Jas. L. Conley, Attorney, Portland, Oregon, and filed on May 13, 1937.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 3

COPY

TO THE STATE OF OREGON, and

TO THE HONORABLE EARL SNELL, SECRETARY OF STATE:

NOTICE IS HEREBY GIVEN that the undersigned, C. D. Kelley, has a claim for rental of equipment, to wit: shovel and truck hire for the use of trucks and shovel in the sum of $2051.86 against the bond taken from Consolidated Highway Company as principal and United States Fidelity and Guarantee Company as surety for the use of trucks and shovel upon that certain job or contract between the State of Oregon through its highway department and Consolidated Highway Company on what is known as the Toledo-Simpson Creek job.

C. D. KELLEY

By Jas. L. Conley
His Attorney in Fact

Endorsed: File No. 2665
Filed May 13, 1937
EARL SNELL,
Secretary of State

#185

RECEIVED
MAY 19 1937
FOR FILING
150-C

May 18, 1937

Builders Supply Company
611 South Second Street
Corvallis, Oregon

Attention: John W. Ash

Gentlemen:

Receipt is acknowledged of your letter of May 15 advising that you had furnished culvert pipe to the Consolidated Highway Company Inc. in connection with their contract for the construction of the Toledo-Simpson Creek Section in Lincoln County.

You are advised that this contract will not be completed until about July 15 and will be accepted by the State Highway Commission some time after that date.

Under the present law you have six months in which to file claims after the contract has been accepted by the Commission.

For your information I wish to advise you that the bond furnished in connection with that contract was written by the United Stated Fidelity and Guaranty Company for whom Walter F. Cline, whose office is in the Bedell Building, Ertland, is resident agent.

Very truly yours,

H. B. Glaisyer
Secretary

[illegible]:AM

SEWER PIPE
DRAIN TILE
CULVERT PIPE
WATER TROUGHS
IRRIGATION PIPE
BUILDING BLOCKS
CHIMNEY BLOCKS
FENCE POSTS
FACE BRICKS
SEPTIC TANKS

BUILDERS' SUPPLY COMPANY
CONCRETE PRODUCTS
JOHN W. ASH, MANAGER

611 SOUTH SECOND STREET
CORVALLIS, OREGON

METAL LATH
REINFORCING
CORNER BEAD
HEARTH TILE
DAMPERS
FIRE BRICK
ROOFING
PLASTER
CEMENT
LIME

May 15, 1937

RECEIVED
MAY 17 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer
Sec'y State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We furnished the bulk of the culvert pipe used by the Consolidated Highway Company Inc. on their Toledo-Simpson Creek contract last year.

There is a balance of about one third still due on this account and we would be pleased to have you advise us how much more time we have before filing a claim against the bond.

Thanking you for this information, we are

Yours very truly,

John W. Ash Mgr.

Builders Supply Company

Secretary

[illegible]

RECEIVED
APR 8 1937
FOR FILING
150-e

April 7, 1937

Mr. E. L. Hall
Operating Manager
Portland Gas and Coke Company
Public Service Building
Portland, Oregon

Dear Mr. Hall:

With reference to substituting Gasco Road Binder for No. 5 Road Oil in connection with the Consolidated Highway Company's contract for the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, which was the subject of our conversation in Portland the other day, and your letter of March 30, I wish to say that I have talked with Mr. Baldock and he advises that, because of complications, it would not be possible to make this substitution.

The change could not be made without causing considerable confusion due to the fact that the project is being financed with federal moneys. Furthermore, the original contract was awarded on the basis of No. 5 Road Oil and any changes that might be made could be used as a basis for the submission of claims for extra payment by the contractor.

Under the circumstances it will be necessary for the contractor to proceed with his undertaking in conformance with the provisions of the original contract.

Very truly yours,

Secretary

[illegible]

RECEIVED
MAR 31 1937
STATE HIGHWAY COMMISSION

PORTLAND GAS & COKE COMPANY
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

March 30, 1937

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

The job I spoke to you about the other day on which the contractor wishes to use Gasco Road Binder in place of #3 Road Oil as included in his original bid, is the Toledo-Simpson Creek section of the Corvallis-Newport Highway.

Bids on this job were opened April 16, 1936 and the job awarded to the Consolidated Highway Company.

Yours very truly,

E. L. HALL
Operating Manager

#1851

RECEIVED
MAR 18 1937
FOR FILING
150-C

March 17, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Harner.

Gentlemen:

Receipt is acknowledged of your letter of March 16th concerning the Consolidated Highway Co. Inc. Contract No. 1851, Toledo-Simpson Creek Section in Lincoln County.

You are advised that work on the above project has not yet been resumed this year. All of the work on the contract will not be completed until about June 30th.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
MAR 17 1937
[illegible] ISSION

March 16, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Consolidated Highway Co.
Contract #1851

Will you kindly advise us if work has been resumed on this project and if so, has the job been completed?

Providing work has been completed, will you please give us the completion and acceptance dates.

A stamped, addressed envelope is attached for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

#1851

RECEIVED
FEB 16 1937
FOR FILING
150-C

February 16, 1937

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Burner.

Gentlemen:

Reference is made to your letter of February 12th concerning the Consolidated Highway Company, Inc. contract No. 1851, Toledo-Simpson Creek Section in Lincoln County.

You are advised that on account of weather conditions the above contract was not completed last fall and had to be carried over into the coming construction season. It is expected that the work will be completed about June 30, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1851

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
FEB 13 1937
OREGON
STATE HIGHWAY COMMISSION

February 12, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: State of Oregon Contract #1851
Consolidated Highway Company,
Contractor

In your letter of December 31 you were kind enough to advise us regarding the status of Contract #1850; however, you told us that Contract #1851 had not been completed.

It will be appreciated if you will inform us at this time whether or not Contract #1851 has now been completed, and if so, giving us the date.

Yours very truly,

SHELL OIL COMPANY

FRANK J. HORNER
Division Credit Manager

FJH:ET

Earned - $113,677.05

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JAN 25 1937
FOR FILING

150-C

January 22, 1937.

IN REPLY PLEASE REFER TO FILE NO.
21-1103

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Replying to your letter of January 18 with reference to the time extension on the Toledo-Simpson Creek contract and the objection made by the Consolidated Highway Company to the assessment of engineering expense in connection therewith:

As you know, this job was being constructed by the Consolidated Highway Company at the same time they were also constructing the Newport Bridge Approaches. Equipment was transferred back and forth between these jobs under the contractor's plan of constructing both projects with the limited amount of equipment he had available. When it became evident that neither of these jobs would be completed by the contract time limit, we requested that he concentrate efforts on the Newport Bridge Approaches, as we considered this a more important project and more necessary to complete this fall for the heavier traffic that is carried on this highway. This was done, and the oiling and all final details of work completed on this contract October 23. In so doing, the work on the Toledo-Simpson Creek project was necessarily delayed, and the contractor was informed that the oiling work could not be done this fall, but would have to be completed next summer.

Considerable additional yardage was involved on this Toledo contract due to a large slide. However, up to September 15 the excavation yardage moved, as stated in Mr. Logan's letter, was approximately the total yardage provided for in the contract. This included several thousand yards of slide removal up to that time. Outside of this cut where the slide occurred, the contractor completed the grading and surfacing, including road approaches and clean-up, on October 28. The slide removal in the big cut continued thereafter.

NOTED
State Highway Engineer

The total of the original contract was $104,394.00. Deducting the oiling items, approximating $10,000.00, the original grading and rocking work amounted to $94,394.00. This estimate has, of course, been increased considerably due to the slide removal work involved. Up to September 15, the total work performed on the contract was $57,271.00. On October 15, it was $81,536.00. On November 15, it was $96,182.00, so that aside from the oiling work and the slide removal work the contractor did not complete work in the amount of the original contract until the first part of November.

It is true, as stated by Mr. Logan, that it would have been inadvisable to oil this section over the new construction work this last fall. However, if the work had been pushed during the early summer and completed so that oiling could have been performed prior to the completion date of September 30, it would have been done. Since our engineering forces were in this vicinity and the crew was required for the completion of all details on this contract and the Newport Approaches job, little additional engineering expense was entailed for the overrun of the contract operations this fall. However, for the oiling work next summer, it will be necessary to send an engineering crew with inspectors to supervise this work. It would seem to me that perhaps this engineering expense might be the proper assessment against the contractor if any penalty is applied.

Yours very truly,

F. D. MASON,
Division Engineer.

FDM:AM
cc R. H. Baldock

NOTED
State Highway Engineer

Mr. R. H. Baldock January 22, 1937

The total of the original contract was $104,394.00. Deducting the oiling items, approximating $10,000.00, the original grading and rocking work amounted to $94,394.00. This estimate has, of course, been increased considerably due to the slide removal work involved. Up to September 15, the total work performed on the contract was $57,271.00. On October 15, it was $81,536.00. On November 15, it was $96,182.00, so that aside from the oiling work and the slide removal work the contractor did not complete work in the amount of the original contract until the first part of November.

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Yours very truly,

F. D. KASON,
Division Engineer.

FDK:AM
cc R. H. Baldock ✓

RECEIVED
JAN 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 15 1937
STATE HIGHWAY

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. 150-C
Toledo-Olalla Cr.Sec.of
the Corvallis-Newport Hwy.

150-c

January 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L. J. Caufield
By L. J. Caufield
Highway Engineer

Encls.

Ion

Hwy no 30074

Form P. R. 2
State Oregon
Project No. 150-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 5th day of December, 1936

by and between [redacted], constituting

for the purpose hereof, the Highway Department of the State of [redacted] hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [redacted] day of [redacted], 19[redacted] a project statement, which was approved by the Secretary on the [redacted] day of [redacted], 19[redacted] for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section [redacted] of said project which were recommended for approval by the United States District Engineer on the [redacted] day of [redacted], 19[redacted] and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [redacted] dollars ($[redacted]) as the share of the United States payable under said act on account of Section [redacted] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under Chap. 175, laws of 1917; Chap. 31, laws of 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 171+75.00 in the NE 1/4 of Sec. 5, T 11 S, R 10 W., W.M., and ending at survey station 255+20 in the city of Toledo, a point in the SW 1/4 of Sec. 17, T 11 S, R 10 W, W.M.

, length 1.591 miles, in Lincoln County, being Section 4 of Oregon project No. 152, consisting of 1.578 miles of roadway and one bridge~~s~~ of more than 20 feet clear span, 0.013 of a mile in length.

8—5618

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of fifty-two thousand, nine and 00/100 dollars ($52,009.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-five thousand, two hundred sixty-two and 00/100 dollars ($85,262.00), the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of Jany, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F. L. Fouvelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,
By L. I. Boykin
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 150-C, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 85,262.00 as the total estimated cost of said project, and the sum of $ 52,009.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of Jany. one thousand nine hundred and thirty seven

SECRETARY OF AGRICULTURE,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4820

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 25 193

RECEIVED
NOV 23 1936
OREGON
STATE HIGHWAY COMMISSION

November 21, 1936

150-C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon F.A.P. 150-C, Toledo-Olalla Creek section of the Corvallis-Newport Highway, for signature and return to this office.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

We have switched unit prices for 6" porous tile and 6" perforated iron pipe on the estimate as submitted to agree with the contract prices. This involved no change in total cost.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Geo

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

150-C

October 20th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

The State Highway Department has found it inadvisable to allow the Consolidated Highway Co. permission to proceed with the construction of the oil mat surface treatment on Contract #1851, Toledo-Simpson Creek Section of the Corvallis-Newport Highway, F.A.P. 150-C.

In accordance with the terms of this contract, it was provided that this work, if it could not be completed by September 30th, must be deferred until the spring of 1937. The contractor has been materially delayed by a slide in one of the larger cuts, the slopes of which moved in several times, and upon which the contractor is still working. It is felt that on account of the unstable condition of both the cut and the fill, that the delay in oiling will be of materialbenefit to the permanency of the surfacing.

An extension of time has therefore been granted until June 30, 1937, and your concurrence is hereby requested.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

150-O

October 15, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from the Consolidated Highway Company for an extension of time on their contract No. 1851, being the Toledo-Simpson Creek Section of the Corvallis-Newport Highway.

The time limit on this contract was September 30. The Consolidated Highway Company was cautioned some time ago that unless this job could be completed in its entirety, including the oil mat construction, by the end of the contract period, it would have to be delayed until suitable weather in the spring. It was desired that they concentrate their efforts on the Newport job so as to complete the approaches to the new bridge during this fall season. This has been done with the result that the actual grading and rocking work on the Toledo-Simpson Creek Section is still unfinished.

A huge slide has occurred in one of the large cuts, the removal of which will probably be completed this week. I understand, also, that the surfacing work will be completed this week. The oil rock has all been crushed and stock-piled, both for the oil mat construction and the maintenance materials required.

It is recommended that the time for the completion of this work be extended to June 30, 1937, to allow for the construction of the oil mat during suitable weather before the July 4th holiday. I am uncertain what penalty, if any, should be assessed. Had sufficient equipment and force been applied to the job, the work could have been completed and oiled by September 30. Mr. Baldock approved our refusing to allow the contractor to do any oiling on this section after September 30. It would appear to me, therefore, that a penalty should be imposed for the period from September 30 to the date of actual completion of the grading and rocking work.

Mr. R. H. Baldock October 15, 1936

Because of the circumstances, this request is being submitted to you for your approval before turning over to Mr. Glaisyer.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

150-e

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

September 19, 1936

Consolidated Highway Company, Inc.,
Contractors,
424 Henry Building,
Portland, Oregon.

NOTED
State Highway Engineer

Attention: Mr. John Logan.

Gentlemen:

Replying to your telegrams and letters with respect to the oiling work to be done on the Toledo and Newport Sections:

You are advised that the new specifications may be used on this work, which will eliminate the second seal called for under your contract. As previously called to your attention, it is highly essential that we get started on this oiling work on the Newport section immediately. Under the new specification, this will call for 50 tons of "E" grade asphalt, the same as provided in your contract. The seal coat must be of cutback asphalt, approximating 14 tons. This seal will take the place of the two applications indicated under your contract schedule for the first seal and second seal.

The oil work to be done on the Toledo-Olalla Creek Section will all be done with 95 oil, and no cutback need be used, the seal coat being applied at the time of constructing the oil mat. The total tonnage required of 95 will be approximately the total of your 95 and cutback called for under your contract. There may be a slight increase in this amount.

The O-9 specification on the Olalla Creek-Simpson Creek Section will call for 35,600 gallons of 95, or 150 tons. The cutback will be eliminated from this section also. The oil for the Toledo-Olalla Creek and Olalla Creek-Simpson Creek Section should not be applied until the macadam is completed and prepared properly for oiling work. If this is not put in proper order for oiling by the end of your contract period, it will be necessary to omit the oiling until the next oiling season, in 1937. The ordering of this oil should not be done until the section is approved for oiling by our engineer.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AH
cc R. H. Baldock
H. G. Smith
B. O. Johnson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

X

September 19, 1936

Consolidated Highway Company, Inc.,
Contractors,
424 Henry Building,
Portland, Oregon.

NOTED
State Highway Engineer

Attention: Mr. John Logan.

Gentlemen:

Replying to your telegrams and letters with respect to the oiling work to be done on the Toledo and Newport Sections:

You are advised that the new specifications may be used on this work, which will eliminate the second seal called for under your contract. As previously called to your attention, it is highly essential that we get started on this oiling work on the Newport section immediately. Under the new specification, this will call for 50 tons of "E" grade asphalt, the same as provided in your contract. The seal coat must be of cutback asphalt, approximating 14 tons. This seal will take the place of the two applications indicated under your contract schedule for the first seal and second seal.

The oil work to be done on the Toledo-Olalla Creek Section will all be done with 95 oil, and no cutback need be used, the seal coat being applied at the time of constructing the oil mat. The total tonnage required of 95 will be approximately the total of your 95 and cutback called for under your contract. There may be a slight increase in this amount.

The O-9 specification on the Olalla Creek-Simpson Creek Section will call for 35,600 gallons of 95, or 150 tons. The cutback will be eliminated from this section also. The oil for the Toledo-Olalla Creek and Olalla Creek-Simpson Creek Section should not be applied until the macadam is completed and prepared properly for oiling work. If this is not put in proper order for oiling by the end of your contract period, it will be necessary to omit the oiling until the next oiling season, in 1937. The ordering of this oil should not be done until the section is approved for oiling by our engineer.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
B. O. Johnson

150-e

September 17, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Attention: Mr. F. E. Andrews

Dear Sir:

I have your letter of September 10 with reference to shoulder material on the Toledo-Olalla Creek Section of the Corvallis-Newport Highway.

I have had Mr. Smith and Mr. Eason make an investigation of the possibility of securing suitable material for this construction work in accord with your ideas, and they report no suitable material is available in this vicinity. Base shoulder rock provided for in the contract is $2.10 per cubic yard and is hauled from the Agate Beach quarry, 12 miles distant.

It would be possible to secure a sandy loam material from a point approximately 5 miles distant, which at the filler price plus haul would cost $1.20 a yard in place. This is deemed too expensive for the benefits secured, inasmuch as our contract had already provided for rock drains to be constructed through the shoulder wherever the engineer should designate. It was known at the time this project was worked up that it would be difficult and costly to secure base material to cover the shoulder area as well as the subbase of the oil macadam. We therefore provided for these rock drains. It is not our opinion that the added expense is justified.

However, if you still think the benefits to be derived from the construction of the shoulders with more permeable material justifies the expenditure of an additional $5,000.00, we shall submit a new estimate providing for this additional item for your approval.

Yours very truly,

State Highway Engineer

REFERRED TO
Mr. Eason
[illegible] State Highway Engineer

Please write a
reply for me on
this at once.

TES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 11 1936
OREGON

Sept. 10, 1936.

RECEIVED
SEP 11 1936
DIVISION ENGINEER
DIVISION NO. 2

k,
gineer,

Dear Sir:

Reference is made to our letter of April 15, 1936, relative to Oregon Federal Aid project No. 150-C, Toledo-Olalla Creek Section, Corvallis-Newport Highway and to subsequent phone conversation between yourself and Mr. Davis of this office. In this phone conversation it was our understanding that suitable shoulder material would be used.

We have not received a written answer to our letter and field inspections indicate no effort is being made to place material other than clay on the shoulders. Approval of this project was predicated upon sandy material being placed on shoulders where the natural subgrade material is impervious clay as covered in our letter.

We are now in receipt of the project agreement estimate and this will be held pending receipt of a reply to our letter mentioned above.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 11 1936
OREGON

Sept. 10, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
SEP 11 1936
DIVISION ENGINEER
DIVISION NO. 2

Dear Sir:

Reference is made to our letter of April 15, 1936, relative to Oregon Federal Aid project No. 150-C, Toledo-Olalla Creek Section, Corvallis-Newport Highway and to subsequent phone conversation between yourself and Mr. Davis of this office. In this phone conversation it was our understanding that suitable shoulder material would be used.

We have not received a written answer to our letter and field inspections indicate no effort is being made to place material other than clay on the shoulders. Approval of this project was predicated upon sandy material being placed on shoulders where the natural subgrade material is impervious clay as covered in our letter.

We are now in receipt of the project agreement estimate and this will be held pending receipt of a reply to our letter mentioned above.

Very truly yours,

W. H. LYNCH
District Engineer

By FE Andrews
F. E. Andrews
Sr. Hwy. Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

150-C

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

September 14, 1936

IN REPLY PLEASE REFER TO FILE NO.

21-1102

Consolidated Highway Co., Inc.,
424 Henry Building,
Portland, Oregon.

Gentlemen:

There are attached hereto two copies of your subcontract with Anton Fuss for work in connection with the construction of a masonry wall on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Contract No. 1651. This agreement has been approved by the attorney and this office, and this letter is your authority to commence work immediately.

Yours very truly,
F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AH
cc R. H. Baldock
H. G. Smith
B. O. Johnson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

150-C

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER

SALEM

September 14, 1936

IN REPLY PLEASE REFER TO FILE NO.

21-1102

Consolidated Highway Co., Inc.,
424 Henry Building,
Portland, Oregon.

Gentlemen: There are attached hereto two copies of your subcontract with Anton Fuss for work in connection with the construction of a masonry wall on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Contract No. 1651. This agreement has been approved by the attorney and this office, and this letter is your authority to commence work immediately.

Yours very truly,
F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AH
cc R. H. Baldock
H. G. Smith
B. O. Johnson

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS ✗
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

150-e

September 11, 1936

Mr. F. D. Eason,

Office.

Dear Sir:

I am returning the copy of the subcontract executed by and between the Consolidated Highway Company, Inc. and Anton Tuss, the parent contract of which the attached is a subcontract being highway contract No. 1851.

I have approved this subcontract as to form. I, however, have not approved the unit prices nor the quantity of work which is being sublet as I am not familiar with these items.

Yours very truly,

J. M. DEVERS

JMD:FW
Inc.

cc R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

150-C

September 10, 1936

IN REPLY PLEASE REFER TO FILE NO.
21-1103

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. H. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between the Consolidated Highway Company, Inc., party of the first part, and Anton Tuss, party of the second part, for furnishing sand and labor on the cement work in connection with the construction of a masonry wall on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, Contract No. 1851. May we have your approval as to form?

Yours very truly,
F. D. EASON,
Division Engineer.
By
G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock

150-C

x

September 4, 1936

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Eagle Creek Section, F. A. Project No. 150-C.

The item of Stone-filled Drains which was inadvertently omitted in the preliminary estimate has been included in this estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 150-C

TOLEDO-OLALLA CREEK SECTION
OF THE CORVALLIS-NEWPORT HIGHWAY
IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 24, 1936

All Required		Clearing and Grubbing		$ 3,000.00
700	cu. yds.	Trench Excavation	$ 0.80	560.00
161,000	cu. yds.	Excavation, Single Classif.	0.22	35,420.00
232,000	yd. sta.	Overhaul	0.01	2,320.00
28,000	yd. mi.	Truck Haul	0.14	3,920.00
1.49	miles	Finishing Roadbed and Slopes	500.00	745.00
8,000	lin. ft.	Rounding Cutbanks	0.08	640.00
750	lin. ft.	6" Porous Drain Tile	0.60	450.00
750	lin. ft.	6" Perforated Iron Pipe	0.30	225.00
800	lin. ft.	12" Concrete Pipe	1.00	800.00
550	lin. ft.	15" Concrete Pipe	2.35	1,292.50
450	lin. ft.	24" Corr. Iron Pipe, Protected Invert	2.90	1,305.00
180	lin. ft.	Salvaging Culvert Pipe	0.50	90.00
330	cu. yds.	Rock Backfill in Drains	2.10	693.00
35	cu. yds.	Stone Filled Drains	2.10	73.50
5,200	cu. yds.	Rock Subbase	2.10	10,920.00
1,500	cu. yds.	Rock Base	2.26	3,390.00
150	cu. yds.	Filler	0.40	60.00
150	yd. mi.	Hauling Filler	0.18	27.00
350	M-Gal.	Sprinkling	2.00	700.00
1,000	cu. yds.	Mineral Aggregate in Place	3.80	3,800.00
18	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	540.00
62	tons	No. 3 Oil in Place	30.00	1,860.00
		Subtotal		$ 72,231.00
		10% Engr. & Cont.		7,223.10
		Total		$ 79,454.10

Olalla Creek Bridge

960 lin. ft.	Treated Trestle Piling	$ 1.50	$ 1,440.00
60 cu. yds.	Class "D" Concrete	22.00	1,320.00
12,000 lbs.	Metal Reinforcement	0.06	720.00
15 M-FBM	Treated Lumber	90.00	1,350.00
150 lin. ft.	Concrete Handrail	3.00	450.00
		Subtotal	$ 5,280.00
		10% Engr. & Cont.	528.00
		Total	$ 5,808.00

Length of Roadway	1.490	miles
" " 1 Bridge	.013	"
Total Length	1.503	"
Cost per mile, Roadwork	$ 53,324.90	

SUMMARY OF FUNDS EXPENDED

Item	Total Cost	Regular Federal Aid	State Funds
Roadwork	$ 79,454.10	$ 48,467.00	$ 30,987.10
Bridge	5,808.00	3,542.88	2,265.12
	$ 85,262.10	$ 52,009.88	$ 33,252.22

State Funds for Constr: Chap. 173, Laws 1917; Chap. 31, Laws 1920
State Funds for Maint: Chap. 41, Laws 1927

#1851

FORM 401 P. 2-35 5M

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8521

6TH FLOOR YEON BUILDING
Portland, Oregon

150-C

RECEIVED
1936

June 5, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: CONSOLIDATED HIGHWAY CO., INC.
517 Henry Building
Portland, Oregon

It is our understanding that the Consolidated Highway Company, Inc., has been awarded a contract in the vicinity of Toledo, Oregon, for grading and surfacing a section of road east of Toledo.

We anticipate supplying this concern with petroleum products and will therefore greatly appreciate your completing the attached contractor questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Awbrey

District Credit Supervisor

LH:B
Encls

150-e

Coast
Approach roads
Newport-Coos

May 26, 1938.

Mr. W. E. Chandler

We are handing you herewith cross-sections and map of proposed entrance driveway to the Neil Anderson residence; also, one copy of drawing 2029 which has been marked up in red to indicate the dimensions and details pertaining to this particular job.

O. A. Chase

cc R. H. Baldock

150-C

May 13, 1936

Consolidated Highway Co., Inc.
424 Henry Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you today a fully executed copy of contract #1851, awarded to you on April 16, 1936, for grading, surfacing and oiling on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County.

This copy is for your records and files.

Very truly yours,

Secretary

DR

FORM 8-8-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 15th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
Office

Dear Sir:

It has come to my attention today that Oregon Federal Aid Project No. 150-C, Toledo-Olalla Creek Section of the Corvallis-Newport Highway was approved by the Bureau under the following conditions regarding the shoulder material:

"The trench section as submitted is, of course, not a satisfactory section for projects where there is a heavy rainfall as at Toledo. Also there is some question as to whether the shoulder drains will adequately drain the subgrade.

However, we will recommend this section as submitted, providing consideration be given during construction to the placing of sandy or granular material in the shoulders, particularly where the natural subgrade is impervious clay. Will you please advise if this will be done?"

Will you kindly submit a report indicating whether it is possible to get sandy or granular material in this vicinity and the extra cost of providing such material for the shoulders. It may be that there is such material along Olalla Cree.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

NOTED
State Highway Engineer

HGS:AR

cc to: R. H. Baldock ✓

150-e

May 11, 1936

JAS. McI. WOOD, WEST & CO.
626 Failing Building
Portland, Oregon

Attention L. A. West

Gentlemen:

This acknowledges your letter of May 7, inquiring as to whether or not the Consolidated Highway Company, Inc., has qualified by filing surety bonds in connection with the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County (State Highway Contract No. 1851), 150-e and the construction of the approaches to the Yaquina Bay Bridge, Lincoln County (State Highway Contract No. 1850). 133 a+c

We find, upon examination of our records, that bonds have been furnished, and approved by the Insurance Commissioner. The surety in each instance is the United States Fidelity & Guaranty Company, for whom McCollister & Campbell, Inc., are agents, with offices at 208 Marion Street, Seattle, Washington. The bonds were countersigned by ~~C. B. Eckles, Bedell Building~~ Walter F. Cline, Portland.

Trusting this supplies the information you desire,

Very truly yours,

Secretary

MBG:MBL

J. C. GRIFFITHS, JR. VICE PRESIDENT
J. C. BUNYAN, VICE PRESIDENT

A. N. LINDSAY, ASSISTANT MANAGER
F. H. SPENCER, ASSISTANT MANAGER

COLUMBIA CASUALTY COMPANY
PACIFIC DEPARTMENT
315 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA

JAS. McI. WOOD, WEST & CO.
GENERAL AGENTS
625 FAILING BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 8643

PORTLAND, OREGON

RECEIVED
MAY 8 1936
OREGON
STATE HIGHWAY COMMISSION

May 7, 1936

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Will you be kind enough to advise us if the Consolidated Highway Co. have qualified by filing surety bonds in connection with the following two contracts:

1. Corvallis-Newport Highway, Lincoln County, Oregon, Toledo-Simpson Creek Section
2. Oregon Coast Highway, Lincoln County approaches to the Yaquina Bay Bridge Section

If bonds have been filed, we would like to be furnished with information as to the name of the surety company, and whether the bonds have been approved.

Very truly yours,

JAS. McI. WOOD WEST & CO.

By

LAW/MS

#1850 x
#1851

150-e

May 11, 1936

Associated Oil Company,
Pittock Block,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letters of recent date concerning the Consolidated Highway Co. Inc. contracts in Lincoln County.

You are advised that the description of the two projects is as follows:

Contract No. 1850 - Approaches to Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County, 0.64 mile of grading and 0.56 mile of bituminous macadam. Bond was furnished by the United States Fidelity & Guaranty Company for whom G. B. Eckles, who has offices in the Bedell Bldg., Portland, is resident agent. The amount of the bond is $75,767.50, and the completion date of the contract is September 30, 1936. 1339a-e

Contract No. 1851 - Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, 1.5 miles of grading and 4.2 miles of surfacing and oiling. Bond furnished by the United States Fidelity & Guaranty Company for whom G. B. Eckles, Bedell Bldg., Portland, is resident agent. The amount of the bond is $104,394.00, and the date of completion of the contract is Sept. 30, 1936. 150-e

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

3408 10M 11-35

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON

RECEIVED
APR 30 1936
OREGON
STATE HIGHWAY COMMISSION

April 29, 1936

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attention- Mr. J. McFarland Re: Consolidated Highway Co.Inc.,
424 Henry Building
Portland, Oregon

Dear Sir:

We contemplate serving the above petroleum products on job #1851; however the only description submitted was - highway grading and surfacing near Toledo, Oregon.

We understand that the bid in the amount of $104,394.00 has been covered by a bond; however the name of the bonding company has been omitted.

The time limit for completion is shown as September 30, 1936.

May we have your confirmation of the above, and, if possible, will you furnish us with a brief description of job #1851 also giving us the name of the bonding company who furnished the bond.

Very truly yours,

ASSOCIATED OIL COMPANY

J.H. Dalton

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

FORM 3408 10M 11-35

ASSOCIATED OIL COMPANY

666-78 PITTOCK BLOCK

PORTLAND, OREGON

April 29, 1936

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attention- Mr. J. McFarland

Re: Consolidated Highway Co.Inc.,
424 Henry Building
Portland, Oregon

Dear Sir:

We contemplate serving the above petroleum products on job #1851; however the only description submitted was - highway grading and surfacing near Toledo, Oregon.

We understand that the bid in the amount of $104,394.00 has been covered by a bond; however the name of the bonding company has been omitted.

The time limit for completion is shown as September 30, 1936.

May we have your confirmation of the above, and, if possible, will you furnish us with a brief description of job #1851 also giving us the name of the bonding company who furnished the bond.

Very truly yours,

ASSOCIATED OIL COMPANY

ORIGINAL SIGNED J. H. DALTON,
H. L. A.

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

FORM 3403 10M 11-35

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON

April 29, 1936

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attention- Mr. J. McFarland
Re: Consolidated Highway Co.Inc.,
424 Henry Building
Portland, Oregon

Dear Sir:

We contemplate serving the above on job #1850 covering work on approaches to Yaquina Bay Bridge.

We understand that the bid amounts to $75,676.00 in which a bond has been furnished; however we have been unable to ascertain the name of the bonding company who furnished the said bond.

Our informant also states that the time for completion is September 30, 1936.

May we have your confirmation of the above and also the name of the bonding company.

Very truly yours,

ASSOCIATED OIL COMPANY

J.H. Dalton
J.H. Dalton
Oregon Division Credit Manager

HLA:LH

FORM 3408 10M 11-35

ASSOCIATED OIL COMPANY

866-78 PITTOCK BLOCK

PORTLAND, OREGON

April 29, 1936

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attention- Mr. J. McFarland

Re: Consolidated Highway Co.Inc.,
424 Henry Building
Portland, Oregon

Dear Sir:

We contemplate serving the above on job #1850 covering work on approaches to Yaquina Bay Bridge.

We understand that the bid amounts to $75,676.00 in which a bond has been furnished; however we have been unable to ascertain the name of the bonding company who furnished the said bond.

Our informant also states that the time for completion is September 30, 1936.

May we have your confirmation of the above and also the name of the bonding company.

Very truly yours,

ASSOCIATED OIL COMPANY

ORIGINAL SIGNED J. H. DALTON,
H. L. A.

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

150-e

May 4th, 1936

Mr. C. F. Toussieng
General Plant Manager
Pacific Telephone & Telegraph Co.
750 S. W. Oak Street
Portland, Oregon

Dear Sir:

This is your authority to bill the State Highway Department for the cost of rebuilding an eight pole section of your main Corvallis-Newport-Tillamook long distance line between highway station 2487 and station 2497, and replace four poles to clear the proposed new grade between stations 2513 and 2515.

This is done with the understanding that your line is now constructed on private rights of way purchased and covered by recorded easements, and it is our understanding that the cost will be approximately $500.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

OREGON AREA
730 S. W. OAK STREET
TELEPHONE ATWATER 6261

C. P. TOUSSIENG
GENERAL PLANT MANAGER

RECEIVED
APR 28 1936
OREGON
STATE HIGHWAY COMMISSION

PORTLAND, April 24, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This confirms conversation between Mr. H. G. Smith, your Construction Engineer, and Mr. Quirk of our Engineering Department, regarding the proposed highway grading and relocating project between Olalla Creek and Toledo, Oregon. It is necessary for this company to rebuild an eight pole section of our main Corvallis-Newport-Tillamook long distance line between your Station 2487 and 2497, and replace four poles to clear the proposed new grade between your Station 2513 and 2515.

When this section of line was constructed, it was located on private property and rights of way purchased and covered by recorded easements. The private property locations secured throughout this route were made in line with our policy of locating plant of this nature in such a manner that the highway would be kept as clear as possible of obstructions and to avoid interference to either the highway or telephone plant.

In accordance with the conversation with Mr. Smith, we would appreciate receiving a letter from you authorizing us to bill you for the expense, which we estimate will be approximately $500.00. Our plans are now being prepared and the work will be started so as not to impede your activities.

Thanking you for your cooperation, I am

Yours very truly,

C P Toussieng
GENERAL PLANT MANAGER.

RECEIVED
APR 29 1936

150-C

April 20, 1936

Consolidated Highway Co., Inc.
424 Henry Building
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you on Thursday, April 16, 1936, the contract covering 1.5 miles of grading and 6.2 miles of surfacing and oil mat surface treatment on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway in Lincoln County, based on your bid of $104,394 using oil and awarded to you in combination with your contract for the Yaquina Bay bridge approaches.

You may consider this letter as your authority and our request to begin operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number of, and classification of, laborers needed for such work.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP
cc S. H. Probert
W. E. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

APR 21 1936
STATE HIGHWAY COMMISSION

April 16, 1936

Mr. H. R. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 150-C, the Toledo-Simpson Creek Section of Corvallis-Newport Highway, to Consolidated Highway Co., Portland, Oregon, who submitted the low combination bid covering WPH 133-A, WPH 133-C and FAP 150-C, in accordance with the stipulations set out in the specifications covering these projects.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Leon

150-C

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] APR 1 1936 [illegible]

March 31, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 150-C, the Toledo-Olalla Creek Section of the Corvallis-Newport Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The following errors are noted in preliminary estimate: The item for Stone Filled Drain is omitted; the quantity for No. 3 Road Oil is shown as 60 instead of 62; and the quantity for Tar is shown as 71 T. instead of 74 T. When submitting the project agreement estimate, these errors should be corrected.

The section sheets show a type 0-9 oil mat instead of 0-11.

Our books show at the present time a balance of $57,954.60 Federal Aid 1936 funds. The Federal Aid requested is, therefore, being reduced from $59,779.39 to $57,954.60.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

150-C

March 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Toledo-Olalla Creek Section, Federal Aid Project No. 150-C.

Five bid proposals each for the roadwork and Olalla Creek Bridge, and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department Federal Aid Project No. 150-B

TOLEDO-OLALLA CREEK SECTION

OF THE CORVALLIS-NEWPORT HIGHWAY

IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 27, 1936

All Required		Clearing and Grubbing		$ 2,000.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
161,000	cu. yds.	Excavation, Single Classif.	0.25	40,250.00
232,000	yd. sta.	Overhaul	0.02	4,640.00
28,000	yd. mi.	Truck Haul	0.15	4,200.00
1.49	miles	Finishing Roadbed and Slopes	400.00	596.00
8,000	lin. ft.	Rounding Cutbanks	0.10	800.00
750	lin. ft.	6" Porous Drain Tile	0.40	300.00
750	lin. ft.	6" Perforated Iron Pipe	0.70	525.00
200	lin. ft.	12" Concrete Pipe	1.50	300.00
550	lin. ft.	18" Concrete Pipe	2.50	1,375.00
450	lin. ft.	24" Corr. Iron Pipe, Protected Invert	4.00	1,800.00
180	lin. ft.	Salvaging Culvert Pipe	0.70	126.00
330	cu. yds.	Rock Backfill in Drains	2.80	924.00
5,200	cu. yds.	Rock Subbase	2.80	14,560.00
1,500	cu. yds.	Rock Base	2.80	4,200.00
150	cu. yds.	Filler	0.50	75.00
150	yd. mi.	Hauling Filler	0.20	30.00
350	M-Gal.	Sprinkling	1.50	525.00
1,000	cu. yds.	Mineral Aggregate in Place	4.00	4,000.00
18	tons	Emulsified or Cutback Asphalt in Seal Coat	28.00	504.00
60	tons	No. 3 Oil in Place	28.00	1,680.00
71	tons	Tar in Place	24.00	(Alternate)
			Subtotal	$ 84,110.00
			10% Engr. & Cont.	8,411.00
			Total	$ 92,521.00

Olalla Creek Bridge

960	lin. ft.	Treated Trestle Piling	$ 1.00	$ 960.00
60	cu. yds.	Class "D" Concrete	22.00	1,320.00
12,000	lbs.	Metal Reinforcement	0.05	600.00
15	M-FBM	Treated Lumber	100.00	1,500.00
150	lin. ft.	Concrete Handrail	4.00	600.00
		Subtotal		$ 4,980.00
		10% Engr. & Cont.		498.00
		Total		$ 5,478.00

Length of Roadway	1.490 miles
" " 1 Bridge	.013 "
Total Length	1.503 "
Cost per mile, Roadwork	$ 62,094.63

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
Roadwork	$ 92,521.00	$ 56,437.81	$ 36,083.19
Bridge	5,478.00	3,341.58	2,136.42
	$ 97,999.00	$ 59,779.39	$ 38,219.61

71-2

Oregon State Highway Department Federal Aid Project No. 190-C

TOLEDO-OLALLA CREEK SECTION

$ 117,324.35

OF THE CORVALLIS-NEWPORT HIGHWAY IN

LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 26, 1936

All Required		Clearing and Grubbing		$ 2,000.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
161,000	cu. yds.	Excavation, Single Classif.	0.25	40,250.00
232,000	yd. sta.	Overhaul	0.02	4,640.00
28,000	yd. mi.	Truck Haul	0.15	4,200.00
1.49	mile	Finishing Roadbed and Slopes	400.00	596.00
8,000	lin. ft.	Rounding Outbanks	0.10	800.00
750 ~~1,500~~	lin. ft.	6" Porous Drain Tile	0.40	~~600.00~~
200	lin. ft.	12" Concrete Pipe	1.20	240.00
550	lin. ft.	18" Concrete Pipe	2.20	1,210.00
450	lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.00	1,350.00
180	lin. ft.	Salvaging Culvert Pipe	0.50	90.00
330	cu. yds.	Rock Backfill in Drains	2.75	907.50
10,000	cu. yds.	Base ~~1½" – 2"~~ Rock in Surfacing	2.75	27,500.00
2,600	cu. yds.	1" – ½" Rock in Surfacing	3.00	7,800.00
1,800	cu. yds.	½" – 0" Rock in Surfacing	3.00	5,400.00
350	cu. yds.	½" – 0" Materials in Shoulders	3.00	1,050.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
700	M-Gal.	Sprinkling	1.50	1,050.00
1,000	cu. yds.	Mineral Aggregate in Place	4.00	4,000.00
62	tons	No. 3 Road Oil in Place	28.00	1,736.00
18	tons	Emulsified or Cutback Asphalt in Seal Coat	28.00	504.00
			Subtotal	$ 106,658.50
			10% Engr. & Cont.	10,665.85
			Total	$ 117,324.35

Length of Roadwork	1.490	miles
" " 1 Br. (Exception)	.013	"
Total Length	1.503	"
Cost per mile, roadwork	$ 78,741.17	

750 lf 6" Perforated Iron Pipe

OREGON STATE HIGHWAY COMMISSION
[illegible]
SALEM
[illegible]

Federal Aid Funds Requested- $ [illegible]
State Funds Available- [illegible]
$ 117,384.35

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

[illegible] vicinity map of the [illegible] in connection with the [illegible] Corvallis-Newport Highway. [illegible] report on form [illegible] Bridge [illegible] Survey Data, together with a sketch map [illegible] and showing the opening [illegible] Creek [illegible]. This structure [illegible] contract to be let [illegible]

Yours very truly,

[illegible],
Division Engineer.

cc: [illegible]
Bridge Department

FORM 9-C-1 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

15

Const
Projects
Primary

March 6, 1936.

IN REPLY PLEASE REFER TO FILE NO.

21-2805

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a standard vicinity map of the Olalla Slough crossing in connection with the Olalla Creek-Toledo project on the Corvallis-Newport Highway. There is also included a report on form 61, "Bridge Construction - Survey Data," together with a sketch map showing the drainage areas and one showing the opening in the present Olalla Creek bridge. This structure should be included with the grading contract to be let April 15.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

cc R. H. Baldock
Bridge Department

CONTRACT# [redacted] 1852 SEE: CONTRACT# 1506

1852 SEE: Contract 1506

CONTRACT #1853

WPSO 297-A 162nd Ave.-Gresham Rd. 1936
Sec., Glisan St.

1853

#1853

297

RECEIVED
OCT 31 1936
FOR FILING

October 30, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1853 for the construction of the 182nd Avenue-Gresham Road Section of N. E. Glisan Street has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 9, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $31,295.75, including the final payment. Of this amount $45.10 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1853

297

October 7, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 1853 for the construction of the 182nd Avenue-Gresham Road Section of N. E. Gilsan Street in Multnomah County. This payment will be made on or after October 17, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—5-36

297

O ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3rd. 1936, 193

Section 152nd. Ave. - Gresham Road

Kind of work Paving

Highway N. E. Glisan Street

Section prefix 226 - 1021; WPSO 297

Contractor Jacobsen and Jensen Co.

Contract number 1853

Date of contract April 16, 1936, 193

Date of completion August 15th. 1936, 193

Date work started May 11, 1936, 193

Estimated date of completion , 193

Amount of contract $ 31,740.00

Per cent of time elapsed 105 %

Estimated cost of completed project, exclusive of engineering $ 31, 307.98

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1550.00, %

Date project was completed August 22nd. 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete and the semi-final estimate delivered to the Division Office O)ct. 2nd. 1936

This is the final report on this project.

RECEIVED
OCT 5 - 1936

Signed A B Dean

Address 425 SE 81st Ave Port

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#1853

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-4 5M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1853

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

297

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

September 13th, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. Andrews.

Dear Sir:

Reference is being made to yours of September 10th, regarding the completion date on Oregon WPSD-297, N.E. Glisan Street, Contract #1853.

In checking our records, we find that with the exception of some minor clean up work the project was completed on August 20th, and the contractor's payrolls show no time after that date.

We are changing our records to conform and would appreciate your concurrence in the extension of time from August 15th to August 20th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
A

cc to: R. H. Baldock ✓

September 18, 1936

Mr. Glaisyer:

Reference is made to the following extensions of time and acceptances which we acted upon at the last meeting of the Commission:

Jacobsen-Jensen Co. Contract No. 1804 - 122nd Ave.-Troutdale Section, extension of time was presented to August 23rd and date for acceptence as of August 22nd, 1936. This extension should not go thru and the date of completion should be changed from Aug, 22nd to Aug, 15, 1936, which was the original date of the contract.

On the Jacobsen-Jensen Co. Contract No. 1853 - 162nd Ave.-Gresham Road Section, the letter you have for acceptance shows the date of completion being August 22nd. This should be changed to August 20th.

The above changes are in accordance with letters from the Bureau to Mr. H. G. Smith and which have been confirmed by E. A. Collier.

McFarland.

NOTED
H. B. GLAISYER

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 297

September 17, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

FR-AAPI-4204

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPGO 297

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 27th day of July, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 21st day of March, 1936, a project statement, which was approved by the Secretary on the 1st day of April, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section of~~ said project which were recommended for approval by the United States District Engineer on the 27th day of March, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-four thousand, nine hundred twenty-three and 90/100 dollars ($34,923.90) as the share of the United States payable under said act on account of ~~[illegible]~~ said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 185+21.2, a point 10 ft. east of the West 1/4 corner of Sec. 31, T. 1 N., R. 3 E., and survey station 346+76.5 in the NW 1/4 of Sec. 34, T. 1 N., R. 3 E., W.M. (excepting that portion between survey stations 234+64.5 and 291+12.9)

, length 1.989 miles, in Multnomah County, being Ore. U.S. Works Program Highway project No. WPHD 297, consisting of 1.989 miles of roadway and no bridges, of more than 20 feet clear span, , known locally as the 162nd Ave.-Gresham Road Section of N.E. Glisan St., between Portland and Troutdale.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section .... of~~ said project shall not in any event exceed the sum of thirty-four thousand, nine hundred twenty-three and 90/100 dollars ($ 34,923.90), certified to the Secretary of the Treasury as above mentioned, which ~~does [illegible] pro rata share of~~ ....

....

~~[illegible] ($ .... 19 .... %)~~ the approved total estimated cost of ~~Section .... of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by ~~said State~~ in the manner herein set forth, to wit: ....
(Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

Article VI. Maintenance of the project will be by the County of Multnomah pursuant to its agreement of April 17, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of Sept, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5518 [illegible]

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Form P.R. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Marks Prospect Highway Project No. WPGO 297, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $4,923.90 as the total estimated cost of said project, and the sum of $4,923.90 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 4th day of Sept, one thousand nine hundred and thirty-six.

Secretary of Agriculture,

By [illegible]
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—1630

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

297

X

September 11th, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 15th Ave.
Portland, Oregon

Dear Sir:

The following is an excerpt from a letter from the Bureau of Public Roads regarding an extension of time from August 15th to August 23rd on Oregon WPSO-297, N. E. Glisan Street.

"A final inspection was made of this project on August 25th, at which time the Resident Engineer informed us that this project was completed on August 19th or an overrun of four days. Our report, therefore, justified this overrun and not an eight-day overrun. We believe if you will check your records you will find that the contractor actually completed with an overrun of four days."

Please give us a complete report in order that we can make satisfactory reply to the Bureau.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

R. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

x

297-a UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

SEP [illegible] 1936

Sept. 3, 1936

Mr. R. H. Baldock,
StateHighway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 297-A, 162nd Ave.-Gresham Road Sec., N.E. Glisan Street, Multnomah County., was made by a representative of this office on August 26, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Jon

FORM 5-A-4 6M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

297

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

August 21st, 1936

~~Mr. W. H. Lynch~~
~~District Engineer~~
~~Bureau of Public Roads~~
~~Portland, Oregon~~

Dear Sir:

An extension of time has been requested by Jacobsen-Jensen Co. for eight days, from August 15th to August 23rd, on their Glisan Street contract #1565, F.A.P. No. WPGH 297.

The contractor has pushed this, and other projects, as rapidly as possible, but was delayed because of a late spring and a strike later. Since the traveling public has not been inconvenienced, nor engineering costs increased, we would appreciate your concurrence in the extension of time on this project from August 15th to August 23rd.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

297

August 25, 1936

Mr. E. A. Collier,
Division Engineer,
7720 S. E. 13th Ave.,
Portland, Oregon.

Dear Sir:

Reference is made to the Jacobsen-Jensen Company contracts No. 1804 - 122nd Avenue-Troutdale Section and No. 1853 - 182nd Avenue-Gresham Road Section.

According to our records the time limit on the above contracts expired on August 15th. However, the work on both contracts was completed August 22, 1936.

Will you kindly request the contractors to submit their application with the consent of their surety and forward us your recommendation.

Very truly yours,

Secretary.

Dict. by J. McFarland.

297

August 24, 1936

Mr. C. E. Ferrand,
Route 1, Box 146
Gresham, Oregon

Dear Sir:

I have been informed by our Attorney, Mr. J. M. Devers, that you wish to appear before the State Highway Commission at its next meeting in regard to your claim against Jacobsen-Jensen Company.

I shall be pleased to arrange a hearing for you at the next meeting which is scheduled to be held on Thursday, August 27, in the Auditorium of the Public Service Building, Portland. I have arranged for your appearance at 4:00 o'clock p. m. on that day. Please advise me of your presence at this meeting.

Yours very truly,

Secretary

HBG:MC

cc - J. M. Devers

1000 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JAN 20 1937
FOR FILING

August 21, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. C. E. Farrand, whose post office address is Route 1, Box 146, Gresham, Oregon, called at the office today and discussed a claim which he has against Jacobsen-Jenson Company. Mr. Farrand's story indicates that there may have been some irregularity in connection with the labor requirements on this job, and he desires an opportunity to state his case to the Commission. Will you please write him at the above address and tell him whether or not he can have an appointment at the next meeting and if so, give him information with respect to the time and place.

Very truly yours,

J. M. Devers
DK.
J. M. DEVERS

JMD DK
cc C. E. Farrand

4:00 pm

* * *

WPSO 297
Cont. 1853
226-1021

This is to confirm my phone call to your office today regarding the completion of the N. E. Glisan Street paving project, WPSO 297.

Jacbosen and Jensen Co. completed this project today, Aug. 22nd., and eleven men were laid off.

This project was approved by Mr. E. A. Collier, division engineer, today.

Very truly yours,

A. B. DEAN(Signed)

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore.- WPSO 297

July 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

JUL 25 1936

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

297

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the 162nd Avenue-Gresham Road Section, Project No. WPSD 297.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSS 897

162ND AVENUE-GRESHAM ROAD SECTION
OF N. E. GLISAN STREET IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1936

50	cu. yds.	Structural Excavation	$2.50	$ 125.00
1.99	miles	Scarifying and Reshaping	600.00	1,194.00
35	cu. yds.	Class "A" Concrete	30.00	1,050.00
5,000	lbs.	Metal Reinforcement	0.06	300.00
4,500	cu. yds.	Gravel Subbase	0.75	3,375.00
3,100	cu. yds.	1½" Rock in Base and Shoulders	1.50	4,650.00
150	cu. yds.	1" Rock in Footpath	2.00	300.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Hauling Filler	0.20	60.00
250	M.Gals.	Sprinkling	2.00	500.00
3,500	tons	Class "A" Asphaltic Concrete	5.40	18,900.00
23,500	sq. yds.	Surface Finish Coat	0.05	1,175.00
		Subtotal		$31,749.00
		10% Engr. & Cont.		3,174.90
		Total		$34,923.90

Length 1.989 miles
Cost per Mile $17,558.52

WPSS Funds Requested - $34,923.90

Estimated Labor Required 17,000 man-hrs.
Cost of Labor $11,000
Cost of Materials $ 4,000

Funds for Maintenance: See agreement signed by county April 6, 1936, and by State Highway Commission April 17, 1936.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 297

162ND AVE.-GRESHAM ROAD SECTION

OF N. E. GLISAN STREET IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 21, 1936

50	cu. yds.	Structural Excavation	$ 2.00	$ 100.00
1.99	miles	Scarifying and Reshaping	500.00	995.00
35	cu. yds.	Class "D" Concrete	25.00	875.00
5,000	lbs.	Metal Reinforcement	0.06	300.00
4,500	cu. yds.	Gravel Subbase	1.25	5,625.00
3,100	cu. yds.	1½" Rock in Base and Shoulders	2.00	6,200.00
150	cu. yds.	¾" Rock in Footpath	2.25	337.50
300	cu. yds.	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.20	60.00
250	M-Gal.	Sprinkling	2.00	500.00
3,500	tons	Class "A" Asphaltic Concrete	5.50	19,250.00
23,500	sq. yds.	Surface Finish Coat	0.05	1,175.00
			Subtotal	$ 35,567.50
			10% Engr. & Cont.	3,556.75
			Total	$ 39,124.25

Length 1.989 miles
Cost per mile $ 19,670.31

WPSO Funds Requested - $ 39,124.25

Estimated Labor Required 17,000 man-hours
Cost of Labor $ 11,000
Cost of Materials $ 4,000

297

May 12, 1936

Jacobsen-Jensen Company
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract #1853, awarded to you on April 16, 1936, for 1.99 miles asphaltic concrete pavement on the 162nd Ave.-Gresham Road Section of N. E. Glisan Street in Multnomah County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

297

April 20, 1936

Jacobsen-Jensen Company
517 N. E. Stanton
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you on Thursday, April 16, 1936, the contract covering 1.99 miles of asphaltic concrete paving in the 162nd-Avenue-Gresham Road Section of Glisan Street in Multnomah County, based on your bid of $31,749.00.

You may consider this letter as your authority and our request to begin operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number of, and classification of, laborers needed for such work.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

[illegible]
cc S. H. Probert
W. E. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 21 1936
OREGON
STATE HIGHWAY COMMISSION

April 16, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Highway Project No. WPSO 297, 162nd Avenue-Gresham Road Section of Glisan Street, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 7 1936

April 6, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on April 1, 1936, approved the project statement for Oregon U. S. Works Program Highway Project No. WPS 297, involving the improvement of two miles of northeast Glisan Street between the west line of Section 31 and the west line of Sec. 34, T. 1 N., R. 3 E. in Multnomah County.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Jon

297

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

APR 2 1936

March 31, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Project WPS 297, the 162nd Avenue-Gresham Road Section of N. E. Glisan Street in Multnomah County, have been examined and recommended for approval, subject to final review and approval by the Chief Engineer. You are authorized to advertise for bids as of this date.

Concurrence in award will be withheld pending approval of the project statement.

The necessary County maintenance agreement should be furnished with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

297

March [illegible], 1936

Mr. [illegible] H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications and five copies of project statement for the 162nd Avenue-Gresham Road Section of N. E. Glisan Street in Multnomah County. Number WPSO 297 has been assigned to the project.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Beck/HR

Encl.

STATE Oregon

PROJECT NO. [illegible] 297
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT
AS REQUIRED BY
FEDERAL AID ROAD ACT
Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) March 21, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road 162nd Avenue-Gresham Road Section N. E. Glisan St.
2. Between [illegible] a point on line between NE¼ and SE¼ Sec. 31, T. 1 N., R. 3 E. at NE 162nd Ave. and a [illegible] point on line between NE¼ and SE¼ Sec. 33, T. 1 N., R. 3 E. at Gresham Road.
3. Between intermediate control points if used: ________ and ________

County of Multnomah

4. Length in miles (gross) 2.0 (net) 2.0
5. Preliminary estimate of cost: Total, $39,000; section of road to be first improved, $39,000, of which $________ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ________ (Amount.)

____
(Source; refer to statute.)

(b) County ________
(Amount.) (Source; refer to statute.)

____

7. Funds for maintenance to be provided by State or County (and) county.), from the following sources: Chap. 175, Laws 1927; Chap. 3, Laws 1929. (Refer to statute)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION)

By

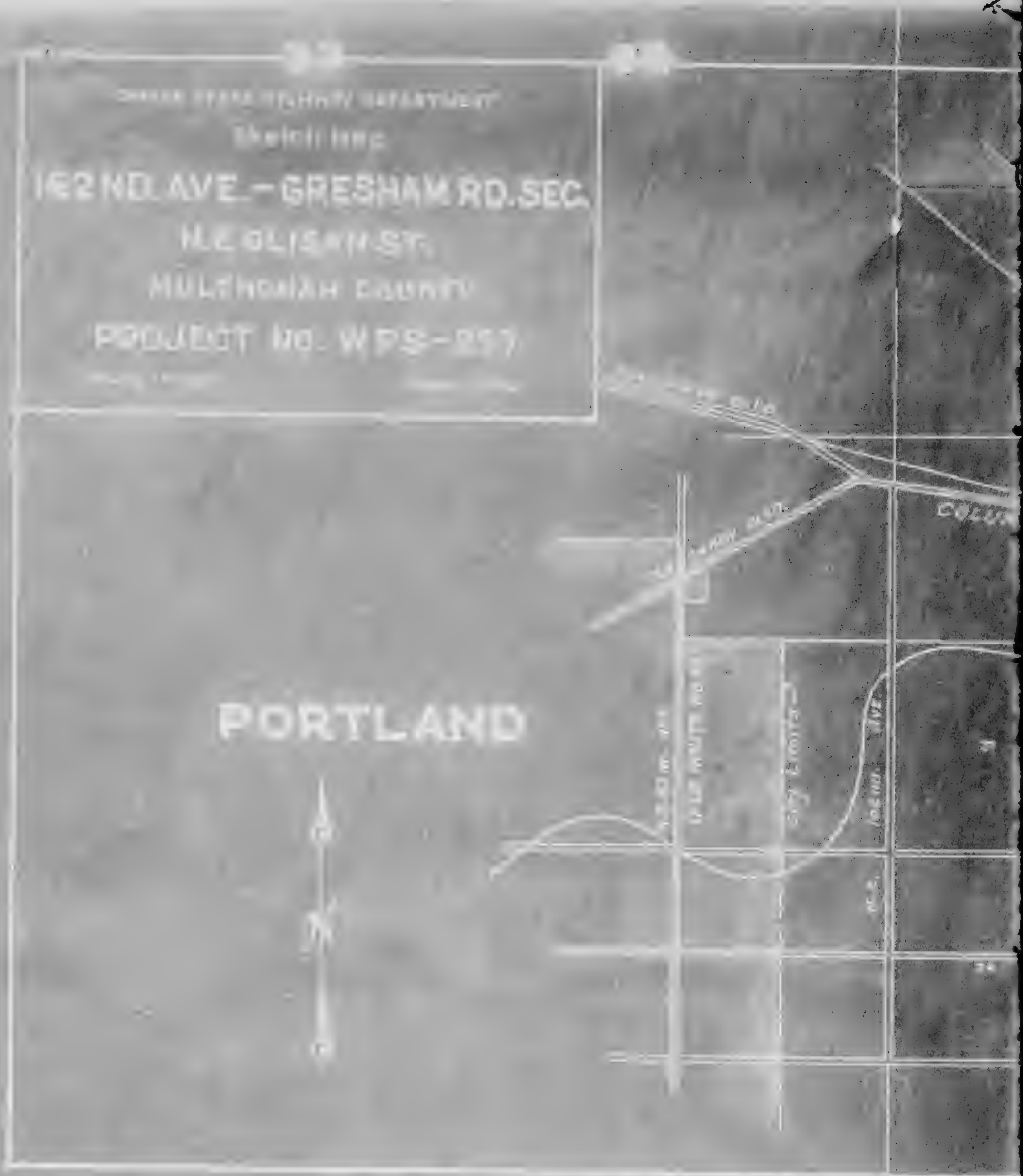
As Chairman (Title of officer)

By

As Commissioner (Title of officer)

By

As Commissioner (Title of officer)



OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
162ND. AVE. – GRESHAM RD. SEC.
N.E. GLISAN ST.
MULTNOMAH COUNTY
PROJECT No. WPS–257

COLO
OF PROJECT
NO WORK
T1N
T1S

COLUMBIA
RIVER
Troutdale
GRESHAM

CONTRACT [illegible] 1854

WPGM 132-F Oregon City U'Xing Sec. 1936

1854

1854

May 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The encroachment resolution passed January 4, 1939, by the Oregon City Commission, which you submitted in connection with Oregon F.A.P. 168-J (1), North Unit of the Oregon City section of the Pacific Highway East, covers only that part of the project north of 14th Street. Will you please secure a new resolution covering the balance of the project.

The resolution of April 10, 1936, submitted in connection with the two Works Program projects, WPMH 138-F and WPMH 138-G, extends south from Sta. 56+34.3 at Fifth Street and Main Street. The south end of 168-J (1) is at Sta. 56+92 near Tenth Street.

As 1938 Federal Aid funds are involved, it is suggested that this matter receive prompt attention.

Very truly yours,

W. H. LYNCH
District Engineer

4/10/36 Grade & Enc Resolutions

4-10-36

5-23-13
(1936)

& WPGM 132-F
WPMH 132-G

RESOLUTION

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway, is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: A relocation of the Pacific Highway from 5th Street and Main Street at engineer's station 56+34.3 to a point approximately 260 feet southwesterly from the intersection of the relocation of the Pacific Highway & South 2nd St. at engineer's station 84+05.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Oregon City will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway, which will permanently or unduly interfere with the free and convenient flow of

6-10-36

traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the city Commission ~~Common Council~~ of the City of Oregon City, Clackamas County, Oregon, this 10th day of April 1936.

Attest:

Mayor

J.L. Franzen
City Recorder

- - - - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the city Commission ~~Common Council~~ of the City of Oregon City, Clackamas County, Oregon, on the 10th day of April 1936, at the ~~regular~~ or special meeting of said Common Council.

Dated this 10th day of April, 1936.

J.L. Franzen
City Recorder

S-23 DD

RESOLUTION

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway, is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

A relocation of the Pacific Hwy. from the intersection of 5th St. & Main St. at engineer's station 56+34.3 to a point approximately 260 ft. southwesterly from the intersection of the relocation of the Pacific Hwy. & South 2nd St. at engineer's station 84+05.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of center line grade: Beginning at grade elevation 52.95 at the intersection of 5th Street and Main Street; thence to elevation 52.71 at engineer's station 57+85; thence on a 300-ft. vertical grade curve to elevation

4-10-36

57.83 at engineer's station 60+85; thence on a 900-ft. vertical grade curve to elevation 96.39 at engineer's station 69+75; thence to elevation 117.14 at engineer's station 74+00; thence on a 1000-ft. vertical grade curve to elevation 139.62 at engineer's station 84+00; thence to elevation 139.60 at engineer's station 84+05 at a point approximately 260 ft. southwesterly from the intersection of the relocation of the Pacific Highway and South 2nd Street

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931, it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

Description of center line grade: Beginning at grade elevation 52.95 at the intersection of 5th Street and Main Street; thence to elevation 52.71 at engineer's station 57+85; thence on a 300-ft. vertical grade curve to elevation 57.83 at engineer's station 60+85; thence on a 900-ft. vertical grade curve to elevation 96.39 at engineer's station 69+75; thence to elevation 117.14 at engineer's station 74+00; thence on a 1000-ft. vertical grade curve to elevation 139.62 at engineer's station 84+00; thence to elevation 139.60 at engineer's station 84+05 at a point approximately 260 ft. southwesterly from the intersection of the relocation of the Pacific Highway and South 2nd Street.

are hereby approved, and consent is hereby given to such change.

Passed by the ~~Common Council~~ city Comission of the City of Oregon City, Clackamas County, Oregon, this 10th day of April, 1936.

BE IT FURTHER RESOLVED, that all proceedings required by the Charter relative to the change of an established street grade be observed and to that end and for such purpose the Recorder is hereby directed to prepare and submit to the Council all necessary proceedings.

Attest:

J. P. Franzen
City Recorder

G. J. Ewbank
Mayor

- - - - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, on the 10th day of April 1936, at the ~~or~~ special ~~regular~~/meeting of said Common Council.

Dated this 10th day of April, 1936.

J. L. Franzen
City Recorder

RECEIVED
APR 10 1939
FOR FILING

WPGM 132-F

April 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith copies of the Southern Pacific Company's letter of February 7, 1939, explaining certain items in their bill for work performed on the Oregon City Undercrossing, Project No. WPGM 132-F.

These copies are to replace those which were sent to you previously, and which Mr. Stanley advised were inadvertently misplaced.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
APR 8 - 1939

WPGM 132-F

April 4, 139

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of February 24, 1939, containing inquiry concerning claims in the final voucher for the Oregon City Undercrossing, Project No. WPGM 132-F.

We are, accordingly, enclosing herewith copies of letters from the Southern Pacific Company and Marshall Dresser, Resident Bridge Engineer, giving further explanation of the questioned items.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

SOUTHERN PACIFIC COMPANY

65 Market Street, San Francisco, California

COPY

March 28, 1939

File: 911530/322

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention - Mr. G. H. Paxson

Dear Sir:

Please refer to your letter of March 14, 1939, in reply to our letter of February 7, 1939, pertaining to exceptions by the Bureau of Public Roads to certain items included in our billing in connection with the construction of Subway at Oregon City, Project WPGM 132-F.

Referring to our letter of February 7, 1939, in reply to the Bureau's comments on our billing on this project.

In regard to the salvage value of Items (3) to (7) which the Bureau states appear to have been credited without the State's concurrence and which they believe will have to be increased to 100% of the cost in each case.

These materials were, when installed on the project and after nearly a year's service, subjected to hard usage, were released and when released, the Field Representatives of the State and the Carrier agreed that they were reusable second hand material, and as such were credited in our bill at prices at which such material is carried in our store stock.

We do not concur with the Bureau that the salvage values of the material released should be 100% of cost new and believe the credits as allowed in our bill for Items (3) to (7) to be equitable.

Item (9) Ties and Track Materials which were placed in tracks over the temporary trestle.

Track Work required the three tracks and crossovers over the subway to be raised 18 inches and lowered again at the end of the job. This raise had to be handled by three lifts and the lowering of the tracks was handled in the same manner.

This required the frequent removal and replacement of track materials, particularly on the crossovers as due to difference in elevation they had to be cut and left out of service while this work was going on.

We believe it proper that this material be treated as a temporary installation and as such credit should be allowed the State as follows -

467-SH 9" 110#/90# Int. Tie Plates	$ 51.37	
2-SH 9" 110#/90# Jt. " "	.22	
212 N- 9" 110#/90# Int. " "	53.13	
2550# El Paso to Brooklyn - 1897.1 Miles	12.09	
	$116.81	
Salvage 94% of $116.81		$109.80
228-7"x9" Cedar Cross Ties	$160.98	
6247'BM. Untr. Fir Sw. Ties	77.64	
512'BM. " " Hd. Blks.	6.36	
	$224.98	
Salvage 75% of $116.81		$168.74
1305# N 5½" Track Spikes		
299# N 6" " "		
1604#		
Salvage .802 N.T. Scrap at $10.00		8.02
Total Salvage..........................		$286.56

Item 11. Replacement of frog broken while tracks were being moved to permit the driving of piling.

This frog was damaged in the execution of work on the subway and under the provisions of Section III, Paragraph 9 of Memorandum 6, we believe reimbursement is proper.

W. H. KIRKBRIDE

(Sgd) W. H. Kirkbride

CABELL, CHAIRMAN, PORTLAND
E. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

COPY

Roseburg, Oregon
March 3, 1939.

Mr. G. S. Paxson, Bridge Engineer,
Oregon State Highway Commission,
Salem, Oregon

Re: Oregon City Grade Separation

Dear Sir:

This will acknowledge receipt of your letter of March 2, 1939 regarding the Oregon City Undercrossing project.

A perusal of L-7702 reports shows that the work to which you refer was started during the last week in January, 1937 and continued intermitently until the latter part of April, 1937.

The work is described on L-7702 reports as "Unloading gravel Fill Material from cars", "Handle Fill Material", "Fill Hole", etc. At no time is the description "backfilling around abutments" used. That description used in the Southern Pacific Company's bill for force account must therefore be a misnomer.

On page 11 of the special provisions for the job under the heading of "Backfilling Old Underpass" the contractor was required to backfill the existing underpass to an elevation not lower than five feet below the bottom of the girders. The contractor did all of this work as specified and, I believe, backfilled to a point slightly higher than the specified minimum elevation.

The Southern Pacific Company's backfilling consisted of completing the old underpass backfill as set forth in Item 4, page 4 of the Special Provisions, and replacing a small amount of fill material which was lost when they excavated to place falsework caps and stringers. The most of the fill material used to replace that which was lost was required adjacent to the new undercrossing abutments because at those points the falsework timber removed was much greater in size and extent than generally obtained in the falsework structure. This work is set forth in Item 5, page 4 of the Special Provisions.

All backfill between the old and new retaining walls parallel to the track and highway was made by the contractor.

Very truly yours,

Marshall Dresser (Sgd)

Marshall Dresser
Resident Bridge Engineer

MD/md c/c E. A. Collier

RECEIVED
FEB 27 1939
STATE HIGHWAY COMMISSION

RECEIVED
FEB 2[illegible] 1939

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
Mr. Paxson
State Highway Engineer

G. S. Paxson

Dear Sir;

Reference is made to Mr. Kirkbride's letter of February 7, addressed to your office, copies of which were sent us with your letter of February 21, regarding the Oregon City underpass, Oregon U.S.Works Program Grade Crossing project WPGM 132-F.

x x x

The railroad company claims that the salvage values shown in (1) and (2) were determined by joint appraisal of the company and State engineers. Since the salvage values shown in (3) to (7) inclusive appear to have been credited without the State's concurrence, we believe it will be necessary to increase them to 100% of the costs in each case, reducing the net claim by $456.32. x x x

As stated in our letter dated November 28, 1938, the $623.15 for backfilling appears to have been the obligation of the contractor. While the railroad company may have been entitled to compensation by reason of some agreement with your department, we believe that no Federal participation can be allowed therefor.

x x x x x

We are uncertain as to the meaning of the railroad company's explanation of the items in (9). The statement that they "represent replacements of the original track structure" makes the claim appear ineligible. However, it may be that a more complete explanation of the work involved would permit some payment for these items.

x x x

In the absence of a more definite explanation of the cause of breakage of the spring frog, we believe it cannot be considered properly chargeable to the project, as the presumption is that it was worn out, or broken by negligence.

x x x x

Since disallowance of the items mentioned herein will result in a reduction of approximately $1,530 in addition to other necessary disallowances, we are writing to ask whether you care to make any further explanations or to concur in disallowance of the items.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Gardner –
Check this up
and see me
HHP.

RECEIVED
FEB 21 1939
FOR FILING
WPGM
132-F

February 21, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of November 28, 1938, concerning certain items included in the bill of the Southern Pacific Company for work performed by their forces on the Oregon City Undercrossing Section, Project No. WPGM 132-F.

We are enclosing herewith copies of a letter of explanation, recently received from the railroad company.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
FEB 21 1939
FOR FILING
WPGM
132-F

February 21, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of November 28, 1938, concerning certain items included in the bill of the Southern Pacific Company for work performed by their forces on the Oregon City Undercrossing Section, Project No. WPGM 132-F.

We are enclosing herewith copies of a letter of explanation, recently received from the railroad company.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
FEB 20 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 20 1939
FOR FILING
WPGM
132-F

February 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of February 13, 1939, in answer to our letter of February 11, concerning the inclusion of the Lobert Overcrossing structure as a part of the Works Program Grade Crossing program.

In order to release the balance of the funds from WPGM 132-F, the Oregon City Undercrossing, prior to payment of the final voucher, it will be necessary for you to make a request for the release of these funds. ✓

Your attention is called to the requirement of four copies of the program, and in the present instance only three were submitted. ✓

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

1938

November 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the claim of the Southern Pacific Company included in the final voucher for Oregon U.S.Works Program Grade Crossing project WPGM 132-F, the Oregon City underpass. Our field auditor has cited a number of ineligible items, and has raised the following questions concerning which we will require additional information to determine whether or not the claims are eligible.

The salvage credits allowed on the following material appear very low, apparently being computed in general as 50%. We presume the appraisals were all checked by your resident engineer as provided for by Works Program General Memorandum No. 6. Will you please verify this and explain the reasons for the extremely low salvage values.

	Cost	Credit
804' BM 2x12 Lbr.	$ 10.58	$ 4.55
467' " 2x10 "	5.88	2.53
59386' " 8x17 "	1178.75	590.30
1792' " 14x16 "	27.85	13.92
1427' " 4x8 "	20.83	10.39
40-3/4x32 M bolts	7.90	4.99
100' #18 Tyrex 2 condr. cord	4.00	2.00
4 Rubber AH. caps	.20	.13
4 1/2 F.S. condulets	2.31	1.14
4 Dup. receptacles	1.08	.56
4 D.S. Cond. cover	.68	.28
5 Glass insulators	.45	.25
56# W.P.Cop. Wire #10	11.97	6.89
6 Oak brackets	.60	.24
2701' Std. black 2" pipe	400.44	201.76
2 Cable terminals	25.40	13.68
375' 10 M strand	13.65	8.03
135' 6 M strand	2.81	1.51
2969' 26 pr. L.P.I. cable	437.23	207.83

The following costs were incurred by the company in placing backfill material behind new abutments, which apparently was contemplated as work to be done by the contractor without special compensation. Will you please advise us further concerning this work, and if the company's claim is believed to be eligible, please advise why carpenters were employed for the class of work involved. Will you please determine also whether the amount shown as workmen's compensation insurance was actually paid in cash, and to whom paid, as self-insurance at the rate claimed cannot be allowed.

4 hours foreman	$.97826	$3.91
56 " Asst. foreman	.85598	47.94
4 " foreman	.77	3.08
102-1/2 hours carpenter	.67	68.68
4 hours carpenter	.64	2.56
6 " helper	.51	3.06
1 " foreman	.8333	.83
16 " Asst. "	.72917	11.67
72 " carpenter	.64	46.08
16 " helper	.51	8.16
72 " carpenter	.67	48.24
Trainmen		5.74
Engineman		3.69
W.C. Insurance at $10.234		25.96
P.L. Insurance at .51		1.29
R.R.Retirement & Unempl. at 4-3/4%		12.05
579 C.Y. gravel and waste		255.34
Haul on " " "		67.31
Opr. cost locomotive		5.04
Reprs. "		2.52
		$623.15

From the best information available in the carrier's records the following track material was placed over the temporary trestle and now remains in place in track structure. As such it replaced like item in kind in place before construction began.

467 S.H. 9" 110/90 Int. tie plates	$51.37	
2 " " Jt. " "	.22	
1305# N. 5-1/2" track spikes	31.69	
228 " 7x9 cedar cross ties	160.98	
6247' BM untr. fir S.W. ties	77.64	
512' " " " Hd. Blks.	6.36	
212 New 9" 110/90 Int. tie plates	53.13	
299 " 6" track spikes	7.15	
(and the following placed to lengthen switch)		
(for pile driving and left in place.)		
2520# S.H. 90# rail 84L'	25.20	
1 N. 8x12 Hd.Blk untr. fir	1.50	
67# N. Track spikes	1.45	
(and prior haul on new spikes and tie plates)		
(points of entry to distributing point at		
($.005 T-M billed)		
1719# Ogden to Sacramento 690.5 mi.	2.97	
2550# El Paso to Brooklyn 1897.1 mi.	12.09	$431.75

On July 16, 1936, incident to moving rails and frog to permit pile driving 1-90# spring frog became unserviceable and the following billing has been made:

Sheet 31	1-SH. 90# sprg. frog		$58.00	
Sheet 32	1-Scrap" " "	Cr.	10.80	
				$47.20

There is nothing in the carrier's records to indicate that the damage to this frog was directly due to work done by S.P. forces on this project.

350 feet of secondhand #7 condr. cable (cost $28) used temporarily, was found to be of no value when released. No information is available to show the cause of damage.

Will you please make whatever investigation is necessary and advise us fully regarding the above questions so that we may be in a position to make proper recommendations when we forward the voucher for payment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

SOUTHERN PACIFIC COMPANY

65 Market Street, San Francisco, California

February 7, 1939 File: 911530/322

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention - Mr. G. S. Paxson

Dear Sir:

Please refer to your letter of December 2, 1938, transmitting comments by the Bureau of Public Roads on our final billing in connection with the construction of Underpass at Oregon City, Project WPGM 132-F.

The following explanations cover the items upon which the Bureau have requested additional information:

(1)	840'	BM	2"x12"	Lbr.	Cost	$ 10.58	Credit	$ 4.55
	467'	"	2"x10"	"	"	5.88	"	2.53
	59386'	"	8"x17"	"	"	1178.75	"	590.30
	1792'	"	14"x16"	"	"	27.85	"	13.92
	1427'	"	4"x8"	"	"	20.83	"	10.39
			Total			$1243.89		$621.69

The value of the above lumber when salvaged from the project was jointly appraised by the Resident Engineer for the State and the Engineer-Inspector for the Southern Pacific Company at 50% of original cost.

Due to the fact that two thirds of the stringers recovered were in random lengths of less than 30 feet, our standard length, we believe the appraisal at 50% to be in excess of the amount that could have been realized in sale of this lumber by advertised bids.

(2) 40 - 3/4"x32" M Bolts Cost $7.90 Credit $4.99

These machine bolts were charged at 3/4"x31" machine bolts at $.1664 each or $6.66 instead of $7.90 the credit of $4.99 represents 75% of the cost charged. The bolts were jointly appraised by the Resident Engineer for the State and the Engineer-Inspector for the railroad at 75% of original cost.

(3)	100' #18 Tyrex 2 condr. cord	Cost	$4.00	Credit	$2.00
	4 - Rubber att. caps	"	.20	"	.13
	4 - 1/2" F.S. condulets	"	2.31	"	1.14
	4 - Duplex receptacles	"	1.08	"	.56
	4 - D.S. condulet covers	"	.68	"	.28
	5 - Glass insulators	"	.45	"	.25
	56# W.P. cop. wire #10	"	11.97	"	6.89
	6 - Oak brackets	"	.40	"	.24
	Total		21.09		11.49

The above items were not appraised when salvaged and the credit of $11.49 represents our regular store price for secondhand material.

(4) 2701' Std. black 2" pipe Cost $400.40 Credit $201.76

This pipe was in service for one year and in addition to hard usage some pieces were bent when installed in order to pass obstructions. Of this pipe released 500 lin.ft. was used on the construction of the Overpass at Cook, Oregon, where it was charged out at 50% of its original value.

(5) 2 Cable Terminals Cost $25.40 Credit $13.68

Cable terminals to be reused require that new cable stubs be inserted, the expense of which closely approximates the depreciation as charged.

(6)	375'	10 M Strand	Cost	$13.65	Credit	$8.03
	135'	6 M "	"	2.81	"	1.51

Due to waste incident to reusing short pieces of strand cable in order to adapt them to other work we believe the credit for this salvaged strand to be adequate.

(7) 2969' 26 pr. L.P.I. cable Cost $437.23 Credit $207.83

This cable when released was appraised by our Telegraph Department at 50% of its original cost. This depreciation was not concurred in by the State's representative. This cable was also in service for one year and we believe our original appraisal to be correct.

(8) Expense of placing backfill material behind new abutments totaling $623.15

This expense was incurred by the Railroad in accordance with Page 3, Paragraph 4 and Page 4, Paragraph 5 of our contract with the State of Oregon and dated May 22, 1936.

Before this work was started the matter was taken up with the State, who agreed to its performance by the Railroad.

The work was performed by carpenters who were required to be on the job to make daily check of falsework blocking and wedging, also in dumping through the falsework it was necessary to have bridge men to remove and replace decking and make any rearrangement of falsework which would be required.

Workmen's Compensation Insurance and Public Liability Insurance premiums covering work performed by the Southern Pacific Company were paid to the Pacific Indemnity Company and such premiums as billed were covered by the following policies, copies of which have been furnished you:

Workmen's Compensation
Pacific Indemnity Co. Policy EC 82749 - Endorsement #6
" " " " EC 87742 - " #6

Public Liability Insurance
Pacific Indemnity Co. Policy LP 26160 - Endorsement #63
" " " " LP 27927 - " #32

The Southern Pacific Company did not act as a self insurer on force account work performed on this project.

(9) Track materials placed over temporary trestle and which now remain in place in the track structure totaling

467 SH 9" 110#/90# Int. tie plates	$ 51.37
2 " 110#/90# Jt. " "	.22
1305# N.5-1/2" track spikes	31.69
228 " 7"x9" cedar cross ties	160.98
6247' BM untr. fir sw. ties	77.64
512' " " " hd. blks.	6.36
212 N. 9" 110#/90# Int. tie plates	53.13
299# N. 6" track spikes	7.15
1644# Ogden to Sacramento 690.5 mi.	2.84
2550# El Paso to Brooklyn 1897.1 mi.	12.09
	$403.47

The above materials represent replacements of the original track structure. The cedar cross ties were used on the temporary falsework instead of bridge ties and were damaged to a considerable extent due to boring for drift pins and bolts. The charge for spikes represents replacement of spikes which were rendered unfit for further use due to frequent respikings necessitated by the subway construction.

(10) Lengthen switch for pile driving and left in place

2520# S.H. 90# Rail 84 lin.ft.	$25.20
1 - N. 8"x12" untr. fir hd. blk.	1.50
67# N. track spikes	1.45
75# Ogden to Sacramento 690.5 mi.	.13
	$28.28

The above represents material used in extending crossover required to permit pile driving. The cost to the project of salvaging this material and restoring track to original length would have exceeded $200.00. This is a proper charge to the project.

(11) On July 16, 1936, incident to moving rails and frog to permit pile driving 1 - 90# spring rail frog became unserviceable and the following billing has been made:

Sheet 31 - 1 - S.H. 90# Sprg. Frog	$58.00	
" 32 - 1 - Scrap 90# Sprg. Frog	10.80	Cr.
	$47.20	

This frog was broken incident to pile driving operations of railroad forces.

(12) 350 Lin.Ft. S.H. 7 condr. cable $.07 $28.00

Representative of State and Railroad jointly appraised this cable (which was secondhand when installed) as scrap and unfit for further use when released.

Very truly yours,

(Sgd) W. H. Kirkbride

RECEIVED
NOV 4 1938
FOR FILING

wPgm 132-F

November 3, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of October 28, 1938, concerning the Oregon City Undercrossing Section, Project No. WPGM 132-F.

The area of the 7" driveway aprons constructed at the service station entrance on Fifth Street is 113.51 square yards. Since the standard driveway entrance is 5 inches thick, the pay quantity was computed by increasing the actual area of 113.51 square yards in the ratio of 7 to 5, or 158.91 square yards. The actual area shows an overrun of 13.51 square yards which was occasioned by the preliminary estimate being slightly too low.

With reference to your inquiry concerning salvage value of materials recovered from the temporary structure, please be advised that credit for these salvaged materials appears in the railroad company's bill under the heading "Installing Falsework."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
OCT 29 1938
OREGON
STATE HIGHWAY COMMISSION

October 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon U.S.Works Program Grade Crossing project WPGM 132-F, the Oregon City underpass.

The explanation of overruns furnished with the voucher states that the driveway aprons at the service station entrance on Fifth Street was built 7" thick and an increase in area proportional to the increased volume was allowed therefor. However, it does not appear that the increase in thickness to 7" would account for a 58% overrun in quantity. Will you please furnish copies of your computation of the allowance, and also explain the remaining overrun, if any.

Will you please advise if there was any salvage value in the material recovered from the temporary structure, and if so the amount which should be credited therefor.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

100 Sq
1589' Sq

RECEIVED
JUL 2 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
R. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

13.2-7

June 28, 1938.

Parker-Schramm Company,
Couch Bldg.,
Portland, Ore.

Attention - Mr. Schramm

Gentlemen:

If you will return your final voucher on Contract #1854 for the Oregon City Undercrossing Section of the Pacific Highway in Jackson County, we will revise the estimate for trench excavation in accordance with your letter of April 1, 1938.

I wish to apologise for not acting upon this more promptly, but in some way the letter became filed without receiving my attention.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By
H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

STATE HIGHWAY COMMISSION

132-7

605 Weatherly Bldg.
May 27, 1938

3-1105

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith a recent report by F. T. Young on the condition of concrete pavement laid on the soft subgrade near the Undercrossing and on cork expansion joint on the Oregon City project.

It appears that no additional cracks have occurred and that the drainage of this subgrade and the reinforced steel placed in a few slabs have effectually cured the unstable condition.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Oregon City, Oregon
May 25, 1938

Mr. E. A. Collier
Division Engineer
State Highway Department
Portland, Oregon

Dear Sir:

Have made an inspection of the concrete pavement laid last year in connection with the Oregon City Overcrossing contract.

The only cracks noticed were the ones on Fifth Street that developed during construction. There is no apparent widening of the cracks, in fact they have the appearance of hair checks.

Also inspected the one cork expansion joint laid on the job. It shows no upward movement, still being one quarter inch below pavement surface as placed.

Very truly yours,

F. T. YOUNG (Signed)

F. T. Young
Resident Engineer

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please Refer to File No.

FOR FILING
132-7

1937

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

605 Weatherly Bldg.
October 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. O. Widdows

Dear Sir:

Mr. Paxson wishes an investigation made of costs for signs and lights in Oregon City during the undercrossing job. He thinks perhaps part of these charges should be against the contractor.

Will you please call on F. T. Young and go over this matter with him in order that you may determine what portion is chargeable to the contractor.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock✓

FORM 2-E-1 4M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 29 1937
FOR FILING

132-7

October 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

I am in receipt of a letter from Mr. Franzen, City Manager of Oregon City, accepting the maintenance and operation of the lighting system at the Oregon City Underpass effective October 11th as detailed in my letter to Mr. Franzen of October 23rd, copy of which was sent you at that time. I think that this disposes of this matter.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP DK
cc Oscar Cutler

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
OCT 25 1937
FOR FILING
132-7

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 23, 1937

Mr. J. L. Franzen
City Manager
Oregon City, Oregon

Dear Sir:

This is in reply to your letter of October 9, 1937, with reference to the lighting of the Oregon City Underpass. The Highway Department will pay the lighting bill on this underpass up to and including current billing which I understand is made as of October 11. After that date in accordance with your letter the City of Oregon City will assume the cost of lighting and may change the size of light globes in the installation to reduce the amount of current consumed. I would call your attention to the new schedule of the Portland General Electric Company which went into effect in September and which reduces the cost of the lighting very materially over that in effect previously. I would ask that you confirm this by letter so that it may be a matter of record.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
Oscar Cutler

NOTED
State Highway Engineer

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible]

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 11 1937
FOR FILING
152-7

RECEIVED
OCT 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

605 Westherly Bldg.
October 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Your letter of October 1st, concerning the claim of Parker-Schram for additional cost of high early cement on Oregon City job, received.

Herewith you will find six copies of the Price Agreement covering additional cost of high early at 40¢ per barrel, total $32.50.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

Encl.

#1854

RECEIVED
SEP 16 1937
FOR FILING
132-7

September 14, 1937

Glens Falls Indemnity Company,
Rogers Insurance Agency, Agents,
808 Title & Trust Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1854 for the construction of an undercrossing under the Southern Pacific Co. tracks at Oregon City on the Pacific Highway in Clackamas County, has been completed by the contractors, Parker-Schram Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 24, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $297,291.17, including the final payment. Of this amount $7,261.93 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

FORM 2-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 9 1937
1326 7

RECEIVED
SEP 9 1937
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
Sept. 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Herewith the following final data for the Oregon City Undercrossing, Contract No. 1854, completed on June 29, 1937 by Parker-Schram:

4 copies of Final Estimate,
3 copies of Quantity Summary Sheet,
Construction plans for all structural items,
6 copies of Price Agreement No. 13 for cement adjustment at $2.15 per barrel,
6 copies of Price Agreement for lamp black, $10.50.

The letter of explanation covering over-runs and under-runs for structural items will follow in a few days. All other final data have previously been submitted.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
Marshall Dresser

Encl.

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE REFER TO FILE No. 132 g
1854

August 9, 1937

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMH 132-G, Oregon City Undercrossing Sec., Pacific Highway, Clackamas County, ______________________________, was made by a representative of this office on July 9, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

132-g

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 12, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: Oregon WPMH 132-G, Oregon City Undercrossing Section of the Pacific Highway

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

ER-Mpr- 4700

Form P. R. 2

U. S. Works Program Highway
State Oregon
Project No. WPMH 132, Sec. 6

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—8518

FILE

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of August, 1936

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 21st day of June, 1927, a project statement, which was approved by the Secretary on the 13th day of October, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 6 of said project which were recommended for approval by the United States District Engineer on the 2nd day of April, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-four thousand, seven hundred thirty-five and 25/100 dollars ($34,735.25) as the share of the United States payable under said act on account of Section 6 of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 74+72.0, the south end of Section F of said project, and survey station 82+12.9

, length 0.140 of a mile~~s~~, in Clackamas County, being Section G of Ore. U.S. Works Program Highway project No. WPMH 132, consisting of 0.140 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of thirty-four thousand, seven hundred thirty-five and 25/100 dollars ($34,735.25), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible] not exceed the authorized Federal pro rata share of~~ ~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of Sept, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F L Fouvelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5518

SECRETARY OF AGRICULTURE

By L. E. Boykin
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. [illegible], State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $4,735.25 as the total estimated cost of said project, and the sum of $4,735.25 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 30th day of Sept

one thousand nine hundred and thirty-six

Secretary of Agriculture,

By L. I. Boykin

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4250

132-G

August 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Oregon City Undercrossing Section, Project No. WPMH 132-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

(Stencil #28)

✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPMH 132-G

August 14, 1936

RECEIVED
AUG 15 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based. ~~together with approved copy of specifications~~

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
~~Canfield~~ T. M. Davis
Highway Engineer

Encls.

Jon

132-G

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Oregon City Undercrossing Section, Project No. WPMH 132-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 132-C

OREGON CITY UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19, 1936

All Required		Clearing and Grubbing		$ 400.00
90	cu. yds.	Solid Rock Trench Excavation, 0' to 5'	$4.00	360.00
5	cu. yds.	Solid Rock Trench Excavation, 5' to 10'	6.00	30.00
7,800	cu. yds.	Class "C" Excavation	1.75	13,650.00
350	lin. ft.	6" Sewer Pipe	0.35	122.50
20	lin. ft.	8" Sewer Pipe	0.50	10.00
30	lin. ft.	18" Concrete Pipe	1.75	52.50
80	lin. ft.	Salvaging Culvert Pipe	0.50	40.00
420	lin. ft.	Salvaging Guard Fence	0.15	63.00
90	cu. yds.	Mortar Rubble Masonry	12.50	1,125.00
600	lin. ft.	Parapet Wall	6.00	3,600.00
2	only	Concrete Catch Inlets	17.50	35.00
1	only	Concrete Manhole	85.00	85.00
50	cu. yds.	Concrete Curbs and Gutters	15.50	775.00
460	sq. yds.	Concrete Sidewalks	1.25	575.00
820	cu. yds.	Rock Base	2.25	1,845.00
50	cu. yds.	½" - 0" Screenings on Parking Areas	2.60	130.00
60	cu. yds.	Sand Cushion	2.25	135.00
80	cu. yds.	Filler	0.75	60.00
80	yd. mi.	Hauling Filler	0.20	16.00
3,400	sq. yds.	Portland Cement Concrete Pavement	2.08	7,072.00
400	lin. ft.	3/4" Expansion Joints	0.15	60.00
50	lin. ft.	½" Expansion Joints	0.13	6.50
900	lin. ft.	Contraction Joints	0.03	27.00
900	only	Dowels	0.15	135.00
1,400	lbs.	Tie Bars and Reinforcement	0.045	63.00
80	tons	Class "A" Asphaltic Concrete	6.50	520.00
80	tons	Class "B" Asphaltic Concrete	6.50	520.00
1,300	sq. yds.	Surface Finish Coat	0.05	65.00
			Subtotal	$ 31,577.50
			10% Engr. & Cont.	3,157.75
			Total	$ 34,735.25

Length 0.140 Mile
Cost per Mile $248,108.92

WPMH Funds Requested- $ 34,735.25

Estimated Labor Required	12,000 man-hours
Oregon State Highway [illegible] Cost of Labor	$7,500 [illegible] Oregon
Cost of Materials	$6,[illegible] No. [illegible] 1934

Funds for Construction: Chap. 173, laws 1917; Chap. [illegible], laws 1920; Chap. 68, laws 1931

Funds for Maintenance: Chap. [illegible], laws 19[illegible]; Chap. [illegible], laws 1931

(Estimate to accompany plans and specifications. Not on basis for project agreement.)

Salem, Oregon, April 1, 1936

All Required		Clearing and Grubbing		$ 50.00
[illegible]	Cu. Yds.	Solid Rock Trench Excavation, 0' to 5'	$2.00	150.00
[illegible]	"	Solid Rock Trench Excavation, 5' to 10'	2.50	[illegible]
[illegible]	"	Class "C" Excavation	1.75	[illegible]
[illegible]	Lin. Ft.	6" Sewer Pipe	0.40	[illegible]
[illegible]	"	[illegible] " "	0.50	[illegible]
[illegible]	"	12" Concrete Pipe	1.50	45.00
[illegible]	"	Salvaging Culvert Pipe	[illegible]	[illegible]
[illegible]	"	Salvaging [illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lin. Ft.	[illegible]	[illegible]	[illegible]
[illegible]	only	[illegible]	[illegible]	[illegible]
[illegible]	"	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	"	[illegible]	[illegible]	[illegible]
[illegible]	"	[illegible]	[illegible]	[illegible]
[illegible]	"	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	1.50	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	"	[illegible]	[illegible]	7.50
[illegible]	"	[illegible]	[illegible]	[illegible]
[illegible]	only	[illegible]	[illegible]	150.00
[illegible]	[illegible]	[illegible]	[illegible]	75.00
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	"	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible] [illegible]

[illegible] [illegible]

Total [illegible]

[illegible] [illegible] mile

[illegible] [illegible]

Oregon State Highway Department - - - - - - - - - - - - - - - - U. S. Works Program
Project No. [illegible]

OREGON CITY UNDERCROSSING SECTION OF THE
PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 1, 1936

All Required		Clearing and Grubbing		$ 50.00
90	cu. yds.	Solid Rock Trench Excavation, 0' to 5'	$2.00	180.00
5	" "	Solid Rock Trench Excavation, 5' to 10'	2.50	12.50
7,800	" "	Class "C" Excavation	1.75	13,650.00
350	lin. ft.	6" Sewer Pipe	0.40	140.00
20	" "	8" " "	0.50	10.00
30	" "	18" Concrete Pipe	1.50	45.00
80	" "	Salvaging Culvert Pipe	0.70	56.00
420	" "	Salvaging Guard Fence	0.25	105.00
90	cu. yds.	Mortar Rubble Masonry	12.00	1,080.00
600	lin. ft.	Parapet Wall	5.00	3,000.00
2	only	Concrete Catch Basins	20.00	40.00
1	"	Concrete Manhole	50.00	50.00
50	cu. yds.	Concrete Curbs and Gutters	20.00	1,000.00
460	sq. yds.	Concrete Sidewalks	1.50	690.00
820	cu. yds.	Rock Base	1.50	1,230.00
50	" "	½" - 0" Screenings on Parking Areas	2.00	100.00
60	" "	Sand Cushion	1.00	60.00
80	" "	Filler	0.50	40.00
80	yd. mi.	Hauling Filler	0.20	16.00
3,400	sq. yds.	Portland Cement Concrete Pavement	1.60	5,440.00
400	lin. ft.	3/4" Expansion Joints	0.20	80.00
50	" "	½" " "	0.15	7.50
900	" "	Contraction Joints	0.05	45.00
900	only	Dowels	0.20	180.00
1,400	lbs.	Tie Bars and Reinforcement	0.05	70.00
80	tons	Class "A" Asphaltic Concrete	6.00	480.00
80	"	" "B" " "	6.00	480.00
1,300	sq. yds.	Surface Finish Coat	0.05	65.00
		Subtotal		$28,402.00
		10% Engr. & Cont.		2,840.20
		Total		$31,242.20

Length 0.140 mile

Cost per mile $223,158.57

WPEH Funds Requested- $31,242.20

[illegible]

Estimated Labor Required - - - - - - - - - - - - - - -	12,000 man hours
Cost of Labor- -	$7,500
Cost of Materials- - - - - - - - - - - - - - - - - - -	$6,000

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

[illegible]

[illegible]

[illegible]

Yours very truly,

[illegible]
District Engineer

By
[illegible]
Highway Engineer

132-g

May 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to WPGM 132-F and WPMH 132-G, Contract 1054.

Please inform your resident engineer, F. T. Young, that the pay rolls should be prepared to show separately the labor on the WPGM and WPMH portions of the project. Separate forms Emp. 24 should also be submitted - one for the WPGM and one for the WPMH portions.

This division of labor is made necessary by the fact that WPMH labor applies on the alternate plan while WPGM labor does not.

Yours very truly,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

April 17, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Grade Separation Project No. WPGM 138-F and U. S. Works Program Highway Project No. WPMH 138-C, Oregon City Undercrossing Section of the Pacific Highway, to Parker-Schram Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

132-g

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 16 1936

RECEIVED
OCT 29 1936
FOR FILING

April 15, 1936

Mr. R. H.Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the Oregon City Undercrossing, WPGM 132-F and WPMH 132-G.

As we have been advised that it will be necessary to use separate letter designations, will you please use the letter "F" for the WPGM portion and the letter "G" for the WPMH portion. Separate estimates should be submitted for the preparation of the project agreements.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Attach 2 copies est. 3/26

WDGM 132-G

March 26, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

I am attaching estimate of work to be performed by the Railroad Company under Force Account in connection with the construction of subway at Oregon City.

The estimate provides that the Railroad Company will perform with their own forces and furnish material, the work of placing the three tracks on false-work over the location of the subway, raising the track 12 or 18 inches to permit erection of steel I beams underneath the stringers. It also provides that the Railroad will furnish material and perform all track work including shifting and replacing crossover, also removal of the false-work and restoring the track to its original grade and installing track and ballast under new structure, removing present structure and temporary and permanent alterations to telegraph and signal lines, also to provide engineering inspection, flagman and practical B & B foreman to direct work performed by contractor under traffic.

Yours truly,

Cy- G. H. Fair: ✓

SUMMARY OF ESTIMATE

Undergrade Crossing - Oregon City

A	Track Work	$ ~~[illegible]~~ 4405
B	False Work	21563.
C	Remove present girders	897.
D	Remove False Work	~~[illegible]~~ 5075
E	Telegraph Lines	~~[illegible]~~ 7001
F	Signal Lines	1742.
G	Plans & Engineering	2000.
H	Flag & Direct Traffic	2500.

TOTAL .... ~~$41706.00~~ 45783.00

OREGON CITY UNDERGRADE CROSSING

Track Work	"A"	Labor	Material	
Ea. 1	Shift 195' Crossover	$220	$ 10	
Ea. 1	Restore to orig. position	220	10	
TF 1000	Raise & Reballast @ 40¢	400		
CY 850	Cr. Gravel @ 70¢		595	
Tr. Ft. 750	Raise Track over structure	150		
Tr. Ft. 180	Remove & Replace Track to remove old girders	90		
#Ea 240	Creo track ties to replace trestle ties @ 1.10	144	264	
CY ~~370~~ 500	Fill Material @ 50¢		~~185~~ 250	
	Unload & Place @ [illegible]	100 ~~74~~		
CY 150	Cr. Ballast @ 70¢		105	
T. Ft. 1900	Resurface & Grade for finishing @ ~~30¢~~ 0.50	950 ~~570~~		
	Freight on gravel & fill material [illegible] 15 Miles		~~29~~ 236	
	Frt. on Ties, Eugene 106 Miles		19	
	Material Yard - Labor		15	
	10% Work Comp. & PL Ins.	199	~~187~~ 189	
	10% Contingencies	~~207~~	~~142~~ 164	
	Dr. Recollectible	~~2055~~ 2501	~~1561~~ 1904	~~3616~~ 4405

Figured 50% Renewal, 480 required but can salvage 50% of the ones removed.

B&B Work, Install False Work & Remove Present sets of 60 ft. girders.

"B" INSTALL FALSE WORK

		Labor	Material	
Ea. 349	Unt. Piles 12215 LF @ 9¢		1099	
FBM 15276	Unt. Fir Caps @ 18.00		275	
" 67220	Unt. Fir Stgrs. @ 20.00		540	
" 12840	" " 12x12 Stgrs. @ 18.00		231	
" 6656	" " Walk & HR @ 18.00		120	
" 1200	" " Bulks @ 18.00		22	
" 24200	" " Braces & Shores @ 18.		436	
" 56784	" " Ties @ 18.00		1022	
Lbs. 15000	Iron @ 5		750	
Lot	Miscellaneous		200	
	Excavated for Caps & Stringers	2000		
	Unload & handle matl.	750		
Ea. 349	Labor drive Piles @ 12.	4188		
FBM 184176	Frame & place @ 30.00	5525		
	Move Outfits	100		
	Work train 10 Days	500	400	
Freight	Piling Cottage Grove 130 Mi.		333	
"	Lumber Eugene 106 Miles		273	
"	Iron Brooklyn 12 Miles		7	
	Material Yard Expense		90	
	10% Work Comp. & PL Ins.		1306	
	10% Contingencies	1306	710	
		14369	7814	22183

			Labor	Material	
Salvage					
FBM	124000	SH Lumber @ 5.00	-	620	
				620	
		Dr. Recollectible			21545.
"C"	Remove	Present Grades Girders	500		
		Work Train 2 Days	150	100	
		10% Comp. & PL I's.		65	
		10% Contingencies	65	17	
		Dr. Recollectible	715	182	897.
"D"	Remove	False Work and			
		Restore Tracks	~~1700~~		
		Flag & Maintain Traffic	300		
		10% Work Comp. & PL Ins.		220	
		10% Contingencies	220	20	
		Dr. Recollectible	2420	242	2662.
"E"	**Telegraph Lines:**				
Ea	5	6" Steel Poles @ 70.00		~~[illegible]~~	
LF	2500	Cable		622	
LF	2500	2" Conduit		500	
Ea	2	Terminal Cables		50	
Ea	3	Manholes @ 75		225	
Ea	75 ~~80~~	40' Class 2 Poles		300 ~~400~~	
Lot		Miscellaneous Material		300	
Mi	15	Copper wire		900	
Ea	40	Crossarms & Hardware		80	
		Dig track, lay conduit pull in & splice cable	1298		
		Dig holes, set poles, erect new wire and remove temp. plant	1650		
		Freight		100	
		Matl. Yard Expense		240	
		10% Work Comp. & PL Ins.		295	
		Contingencies	295	~~[illegible]~~ 296	
		Total	3243	~~[illegible]~~	~~[illegible]~~
				~~[illegible]~~	7601
		Cr. with material released $600			
		Cost of Tel. Work ... Dr. Recollectible			~~[illegible]~~ 7001
"F"	**Signal Work:**				
LF	400	7 Cond Cable	80	65	
Ea	1	Arrester box	5	3	
Ea	14	Porcelain Terminals		3	
LF	300	Trunking & Cover	25	16	
LF	300	#6 Kerite Wires		24	
LF	2000	2"x6" Fir Lumber	40	36	
LF	4000	2"x2" " "	30	24	
Ea	4	Rewire, shifted X over Switches	100	40	
		Remove & Replace present cable	125	10	
		Protect Sig. Bridge & Cases	75	35	

see last page

"F" **Signal Work** (cont)	Labor	Material	
Move outfits	25		
Protect Signal Circuits	750		
Material Yard Labor	15		
10% Work Comp. & PL Ins.		122	
10% Contingencies	122	37	
Total Cost	1342	415	1757
Less Salvage recovered			
Scrap Cable	15.00 15.00		
Dr. Recollectible			$1742.00
"G" Plans & Engineering	2000.00		
Dr. Recollectible	2000.00		2000.00
"H" Flagging and directing work under traffic	2500.00		
Dr. Recollectible	2500.00		2500.00

This is based on 1 B&B Foreman and 2 Carpenter helpers for period of five months.

Foreman is required on the job to direct contractors work in maintaining false work and to apply bracing as excavation is made under tracks.

D Remove Falsework & Restore Track	1900		
2500 [illegible] cu yds Backfill Material @ 50¢	[illegible]	1250	
Unload & Place.	500.		
Frt on Material from Portland 16 mi.	—	394.	
Flag & Maintain traffic	300	[illegible]	
10% Work Comp & P.L. Ins		270.	
10% Contingencies	270.	191	
Dr. Recollectible	2970	2105	[illegible]

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 132-7

August 9, 1937

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGM 132-F, Oregon City Undercrossing Sec., Pacific Highway, Clackamas County, was made by a representative of this office on July 9, 1937.

Three copies of the agreement with the railroad company in connection with this project should be provided us prior to or with the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUL 28 1937
FOR FILING
132-7

July 28, 1937

Mr. E. A. Collier
Highway Division Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Attention: Mr. Wilbur H. Darby

Dear Sir:

Reference is made to your letter of July 26th, regarding the distribution of credit in connection with the two bills against Oregon City for sewer work on the Undercrossing Project.

We have been very particular to require that all payments to contractors for work done on the project during the time his contract is in progress be included in the estimate, either as unit price pay items or as extra work. This safeguards against possible duplication of payments for such work. We also have been particular to charge only contractors' estimate vouchers to the account numbers 531 (for road contracts) and 801 (for bridge contracts), in order to be able to identify contract payments from other charges on the cost records.

If additional work is performed by the contractor, like the sewer work in Oregon City, and the cost of this work is later charged out to other parties or transferred to other projects, we always credit the amount involved to an account number set up for that purpose, - such as 581 or 840. Then the project will receive the credit, and at the same time the distribution of expenditures will remain correct. You can see that a credit distributed to account 801 in this instance would leave the total payments to contractor on the books incorrect by that amount. Hope this will explain the necessity of crediting the amounts to 840.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

July 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

It is noted that the two bills to the City of Oregon City, one for $604.78 and one for $1026.32, show a credit to 3-1105-840. The items included in this work are on contract pay items and have been included in the contractor's estimate. The question arises if this amount has been deducted from the original account number to which payments to contractor are charged and for which we get Federal Aid. The over-run in these contract items is chargeable to this work and unless proper credit is made does not present a true picture of the construction costs.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By Wilbur M. Darby
Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 2 1937
FOR FILING
132-7

July 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of July 15th received, directing us to construct a guard fence for pedestrians at the south end of the parapet wall in Oregon City.

Attached hereto you will find six copies of an Order for State Force Work to cover this. We plan to use 6" x 6" posts and 2" x 6" rails painted white.

Very truly yours,

. A. COLLIER
DIVISION ENGINEER

RAC:DP
CC R. H. Baldock ✓
Encl.

1937
STATE HIGHWAY COMMISSION

FORM 6-A-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 12 1937

FOR FILING
132-7

July 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith three copies of Monthly Estimate No. 15, two copies of Quantity Summary Sheet, two copies of Extra Work Order No. 2, two copies of Extra Work Order No. 3, two copies of Extra Work Order No. 4, all for the Oregon City Undercrossing Project.

Marshall Dresser writes that this Estimate, No. 15, was submitted as a current Estimate because the items for Class B concrete and reinforced steel are not yet finally checked. All final records for grading and paving work handled by F. T. Young have been submitted to the Salem office and, if similar information relating to bridge construction items has been submitted, I recommend this be made the Semi-Final Estimate.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
Encl.

FORM S-A-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED JUL 27 1937 FOR FILING

FOR FILING 132-7

July 26, 1937

In Reply Please Refer To File No.

RECEIVED JUL 27 1937 STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

NOTED
State Highway Engineer

Dear Sir:

It is noted that the two bills to the City of Oregon City, one for $604.78 and one for $1026.32, show a credit to 3-1105-840. The items included in this work are on contract pay items and have been included in the contractor's estimate. The question arises if this amount has been deducted from the original account number to which payments to contractor are charged and for which we get Federal Aid. The over-run in these contract items is chargeable to this work and unless proper credit is made does not present a true picture of the construction costs.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

NOTED
C. B. McCULLOUGH

WMD:DP
CC R. H. Baldock

Form SA-1 ... 1-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. S. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 27 1937
FOR FILING
132-7

July 22, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

RECEIVED
JUL 23 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are submitting herewith in duplicate a statement of cost for the reconstruction of a sewer line in the City of Oregon City, the total bill being $2052.65, of which the City has agreed to pay 50% or $1026.32, as stated in the agreement with the City dated Feb. 18, 1937.

This is in addition to the bill recently submitted for $604.78.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

NOTED
C. B. McCullough

WMD:DP

CC R. H. Baldock ✓
Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

132-7

July 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Under separate cover today we are sending you the following final records pertaining to grading and paving items for the Oregon City Undercrossing Project, which was completed on June 29th, 1937:

(1) Final grading and paving profile on cloth.
(2) Construction map on white print.
(3) 2 books of field notes.
(4) 3 pads of material receipts.
(5) 1 pad of platted cross-section sheets.
(6) A summary of material receipts for use during checking.
(7) 2 copies of a letter of explanation for over-runs and under-runs as prepared by P. T. Young.

Please send me two prints of the final grading and paving profile. The Final Estimate will be prepared soon by Marshall Dresser. The quantities pertaining to grading and paving are shown in pencil on the profile and the items herewith can be checked in advance of receipt of the Final Estimate if you so desire.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
H. G. Smith
G. S. Paxson

RECEIVED
STATE HIGHWAY COMMISSION

NOTED
C. B. McCULLOUGH

FORM H-A-1 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 16 1937
FOR FILING

July 15th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 15th Ave.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Baldock wishes a guard fence constructed at the south end of the wall at Oregon City in order to protect pedestrians.

This need not be standard highway guard fence construction but can be pedestrian guard fence construction.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
AUG 6 1937
FOR FILING
132-7

July 10, 1937

Glens Falls Indemnity Company,
811 Pittock Block,
Portland, Oregon.

Attention: Mr. Geo. B. Rodgers.

Gentlemen:

Reference ismade to your letter of June 10th consenting to an extension of time of twenty-five days on the Parker-Schram Co. Contract No. 1854, Oregon City Undercrossing on the Pacific Highway in Clackamas County.

The twenty-five days mentioned in your letter made the date of completion June 25th and the work was not actually completed until June 29th, 1937. Will you please advise if you consent to four days additional extension of time on this contract?

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 13 1937
FOR FILING
132-7

July 7, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

The Oregon City Undercrossing job was completed on June 29th with the installation of the flashing beacons. Parker-Schram have requested an extension of time to June 25th. I suggest you have them revise their request so that it will read for 29 days, or until June 29th, and so far as I am concerned I will recommend the extension of time without penalty.

The reason for the extension of time stated in Parker-Schram's request is not the best one they have, nor is it good for a 29 day extension. They actually stopped paving at my request for not to exceed 10 days and some other items of the work were continued even during this period. I think they are entitled to an extension of 10 days on account of the shut-down order and for the remainder of the 19 days on account of the delay caused them by the time it took the Southern Pacific to rearrange their facilities and on account of the extra work that they were requested to do, such as placing flasher beacons etc.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

NOTED
Asst. Highway Engineer

#1854

RECEIVED
AUG 20 1937
FOR FILING

132-7

July 6, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Contract 1854 with Parker-Schram Company for the construction of the Oregon City Undercrossing (Bridge No. 2206) in Clackamas County was completed June 29, 1937. Acceptance of this project and permission to pay final estimate is hereby requested.

Very truly yours,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Office Engineer

DD DK

APPROVED BY HIGHWAY COMMISSION
DATE July 29, 1937
Secretary

Form 333—5M—12-36

132-7

x

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3, 1937, 193

Section Oregon City Undercrossing

Kind of work Grading, Paving and Structure

Highway Pacific

Section prefix 3-1106

Contractor Parker - Schram Company

Contract number 1054

Date of contract April 17, 1936, 193

Date of completion May 31, 1937, 193

Date work started May 5, 1936, 193

Estimated date of completion June 29, 1937, 193

Amount of contract $282,416.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $162,630.61 Road

$120,200.00 Bridge

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $12,221.00, %

Date project was completed June 29, 1937, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

As reported last week all street construction features in connection with this contract were completed last week, but a few minor matters remained to be done by the bridge department. These were completed during the week and the contractor offically released on the 29th.

RECEIVED
1937

Signed F. I. Young

Address Oregon City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.635				0.635
Miles partially completed					
Miles completed					
Total estimated quantities	70,822				11,821
Estimated quantities moved or placed to date	70,822				11,821
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week				2 days only	8

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Showers		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. C. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 1 1937
FOR FILING
132-7

June 29, 1937

RECEIVED
1937
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with your letter of June 28th, you will find attached hereto an Order for State Force Work on the Oregon City Undercrossing for the construction of an oil mat on rock surfaced area near the fountain. One of our oil crews is working east of Oregon City in the next few days and I think we can get them to do this oiling.

In explanation of the necessity for this Order will state that the contract does not provide for any oil surface by the contractor, nor is the contractor equipped to do this type of work. The area has been nicely finished with crushed gravel, but will be used by a large amount of traffic turning on and off the edge of the concrete pavement and it will be very difficult to keep this rock-surfaced area in a smooth and presentable condition and, in particular, the part along the edge of the concrete pavement. Cars will turn off so that people may look at the view and drink at the fountain.

I believe the oiling of this section is necessary to keep this project in a workmanlike manner and that the best method of placing the oil surface is by State Force Order. All of the rock-surfaced area along the west side of the pavement, and inclosed by the rock wall and sidewalk, is to be covered with this oil.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 29 1937
FOR FILING
132-4

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 28th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. A. Collier
Division Engineer
State Highway Dept.
7720 S. E. 13th Ave.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

You may submit a State Force Work Order for the construction of an C-3 oil mat in the vicinity of the fountain on the Oregon City Underpass project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
JUN 28 1937
FOR FILING
732-4

RECEIVED
1937
COMMISSION

June 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

NOTED
State Highway Engineer

Dear Sir:

Herewith in duplicate Southern Pacific Company's estimates and invoices for Force Account work done at the Oregon City Undercrossing.

Invoice 419041 covers months of January and February and invoice 419107 covers March. These have been approved by Marshall Dresser and myself, as noted thereon.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

#1854

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUN 30 1937
FOR FILING
132-7

NOTED

June 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith application for an extension of time on the Oregon City Undercrossing, Contract No. 1854, Parker-Schram Company, contractor. This request covers an extension of twenty-five days or up to and including June 25, 1937. This is accompanied by consent of the bonding company and by recommendation for approval by the Bureau of Public Roads. In view of the reasons set forth in the contractor's application for extension I would recommend that the extension be granted without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc H. B. Glaisyer

FORM 1-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 26 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 28 1937
FOR FILING
132-7

June 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith Price Agreement for gravel topping on Oregon City Undercrossing Project.

Very truly yours,

R. A. COLLIER
DIVISION ENGINEER

EAC:BF
CC R. H. Baldock
G. S. Paxson
Encl.

RECEIVED
JUN 25 1937
FOR FILING
132-7

June 23, 1937

Parker -Schram Company
513-14-15 Couch Building
Portland, Oregon

Gentlemen:

You asked me at the last meeting of the Commission on June 18 whether or not the Commission had acted on your request for an extension of time to complete your Oregon City project.

In checking over the list that was approved by the Commission I find that yours was not included so will probably be acted on at the next meeting of the Commission on July 8. I am not in a position at the present time to state definitely whether or not the Commission will impose any penalty for non-completion of the project within the specified time limit but, in view of the statements made by you to me on the 18th, I am inclined to believe that no penalty will be charged. Can't say definitely however until the Commission passes on the matter.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
State Highway Engineer
Salem

In Reply Please
Refer to File No.

RECEIVED
JUN 21 1937
FOR FILING

1327

RECEIVED
JUN 21 1937
OREGON
STATE HIGHWAY COMMISSION

June 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

NOTED
O. B. McCullough

Dear Sir:

Herewith six copies of an Order for Extra Work to cover chipping off footings on the Oregon City Under-crossing, Contract No. 1854. There is some uncertainty as to the reason for this concrete being constructed slightly too high but whether our grades were set a little too high or whether the contractor finished a little too high, I recommend approval of this Order.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM S-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible] TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 21 1937
FOR FILING
132-2

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

June 19, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

The Oregon City job will be opened this forenoon, June 19th. The flasher lights to be installed at each portal have not arrived from the East, nor has the light fixture for the post at the upper end of the pedestrian tunnel and these will be installed when they arrive. There is a little finishing to do on the west wall of the underpass and curb, which Mr. Bresser reports cannot be done until dry weather. There are two other ornamental lights to be installed. There is also a short section of iron fence to be given a third coat of paint. Aside from these small items the job has been completed in a satisfactory manner. I rode over the pavement last night and riding quality appeared to be good. Direction signs have been erected by the sign crew but traffic stripes have not been painted owing to wet weather.

It will materially improve appearances and usefulness and reduce maintenance if the gravel surfaced area near the fountain can be oiled at this time. I remember at one time some mention was made of this and it was decided not to ask the contractor to do this. It is in excellent condition at present but I believe that traffic will tend to roughen the surface and bring onto the pavement loose gravel.

Please advise if you and Mr. Baldock approve the idea and I will prepare a State Force Work Order to cover construction of an O-9 Oil Mat on this area.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED
[illegible]

EAC:DP
CC R. H. Baldock✓
F. T. Young

Form [illegible] 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. [illegible], JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 16 1937
FOR FILING

132-7

June 14th, 1937

Mr. J. R. Bishop
Maintenance Engineer
Office

Dear Sir:

Present plans are to open the Oregon City Underpass on June 18th. Please advise the sign department to arrange signs and paint traffic stripes on June 18th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 11 1937
FOR FILING
132-9

June 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. A. Reeves

Dear Sir:

Your letter of June 2nd at hand with three copies of State Force Work Order for purchase and installation of flashing beacons on Oregon City Overcrossing.

I am also informed by Marshall Dresser that an Extra Work Order has been approved, covering installation of these lights. I am, therefore, cutting installation and conduit costs out of the State Force Work Order. Mr. Dresser also informs me that only one flasher is required.

Attached hereto you will find a copy of this State Force Work Order as revised. This will serve as an authorization for the purchase of the beacons and flashers and the Extra Work Order will be the authorization for labor and conduit.

Trusting this will be satisfactory, I am

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock - Marshall Dresser
Encl.

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 8 1937
FOR FILING
132-7

Portland, Oregon
June 2, 1937

RECEIVED
3 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Attached hereto you will find an Order for Extra Work covering installation of flasher unit to be installed at each end of the Oregon City subway. These were written up on State Force Order forms, but this work should be done by the contractor in connection with his other wiring work.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

NOTED
State Highway Engineer

FORM D-A-1 5M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

RECEIVED
JUN 2 1937
FOR FILING
132-7

Portland, Oregon
May 28, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUN 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

Attention: H. M. Finkbiner

NOTED
State Highway Engineer

Dear Sir:

We wish to secure early strength on some concrete pavement at Oregon City. Mr. Smith prefers we use extra regular cement rather than High-Early.

We are using a six bag batch and I had planned to use one extra sack per batch. Please advies how soon we can expect 3000 lbs. cement with this mix, also how soon can we expect 3000 lbs. cement if we were to add two sacks to each batch.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

MA 2

RECEIVED
MAY 15 1937
~~FOR FILING~~
132-7

May 12, 1937.

Mr. Wm. Hammond,
Attorney at Law,
McIntyre Bldg.,
Oregon City, Ore.

Dear Sir:

With reference to yours of May 8th, regarding completion of the paving on 5th Street, in connection with the Oregon City Undercrossing, I wish to assure you that it is not the intention of the department to delay this project any longer than is absolutely necessary.

In removing the old pavement on 5th St., it was found that the sub-grade was very soft and that it would be necessary to place extra drainage along the south gutter line from the underpass to Main St. In digging this drain a great deal of free water was encountered. This caused the subgrade to be very soft and spongy, and it was not considered good engineering practice to place pvement without first removing this material and backfilling with large crushed rock as reinforcement.

You may be assured that we do not want to inconvenience the adjacent property owners any longer than necessary and that the work will be completed as rapidly as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

RRED TO
Mr. Smith
By State Highway Engineer

Please prepare a reply.

MA 2

RECEIVED
10 1937
OREGON
STATE HIGHWAY COMMISSION

MMOND, PROCTOR & HAMMOND
ATTORNEYS AT LAW
McINTYRE BUILDING
OREGON CITY, OREGON

May 8, 1937.

NOTED
State Highway Engineer

Commission,

the agent for the Barlow-David properties
ain Streets, Oregon City and your operations
his highway from the underground crossing
n Pacific to Main Street have seriously
ights of our tenants in this property in
deprived of any entrance to the rear of
nd partially deprived Joe Cohen at the
corner of his rightful entrance at the front of the
property.

We are now informed that it is your intention to keep this job from being completed for about 60 days. I write to protest against any lengthy operation in this part of the highway and to urge with all the power I have that you complete this matter as quickly as possible.

It seems to us that even during operations that you are unnecessarily blocking Fifth Street and we urge that this matter be taken care of.

Sincerely,

E. Hammond
HAMMOND, PROCTOR & HAMMOND

WH-s
cc/ F. T. Young,
Resident Engineer,
Butler Building,
Oregon City, Oregon.

RECEIVED
MAY 10 1937

MA 2

RECEIVED
10 1937
OREGON
STATE HIGHWAY COMMISSION

HAMMOND, PROCTOR & HAMMOND
ATTORNEYS AT LAW
McINTYRE BUILDING
OREGON CITY, OREGON

WM. HAMMOND
KENNETH E. PROCTOR
P. K. HAMMOND II

May 8, 1937.

NOTE.L
State Highway Engineer

State Highway Commission,
Salem, Oregon.

Gentlemen:

I am the agent for the Barlow-David properties at Fifth and Main Streets, Oregon City and your operations in re-paving this highway from the underground crossing of the Southern Pacific to Main Street have seriously impaired the rights of our tenants in this property in that they are deprived of any entrance to the rear of the property and partially deprived Joe Cohen at the corner of his rightful entrance at the front of the property.

We are now informed that it is your intention to keep this job from being completed for about 60 days. I write to protest against any lengthy operation in this part of the highway and to urge with all the power I have that you complete this matter as quickly as possible.

It seems to us that even during operations that you are unnecessarily blocking Fifth Street and we urge that this matter be taken care of.

Sincerely,

HAMMOND, PROCTOR & HAMMOND

WH-s
cc/ F. T. Young,
Resident Engineer,
Butler Building,
Oregon City, Oregon.

RECEIVED
MAY 10 1937

FORM 5-A-1 10M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

MAY 21 1937
FOR FILING

RECEIVED
MAY 17 1937
FOR FILING
132-7

May 14, 1937

IN REPLY PLEASE REFER TO FILE NO.
3q1105

Mr. E. G. Smith,
Construction Engineer,
Office

Dear Sir:

I notice a very soft spongy condition on the subgrade just below the Oregon City Undercrossing.

Since there is to be a four lane concrete pavement laid on this subbase, I suggest that the pavement be heavily reinforced to counteract the shrinkage and expansion of this subbase material.

Very truly yours,

N M Finkbiner

N. M. Finkbiner
Engineer of Materials

NMF:H

c.c. C. B. McCullough

NOTED
C. B. McCullough
Asst. State Highway Engineer

1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
MAY 21 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

G. S. Paxson

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT

~~SALEM~~
Oregon City, Oregon
May 4, 1937

RECEIVED
MAY 7 1937
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

G.S.P.:-
I stopped at the job and found that it is almost impossible to cover the 3/4 spindles with one coat of grey over the brown coat and therefore I recommend approval of this price agreement. It will be cheaper to have the extra coat put on at 10¢ than to do it with maintenance forces within a year at double the cost.
W A Reeves

132-7

NOTED
W. A. REEVES

P.

Engineer

the contractor
eld coat of paint
l handrail at the

all size of the rail
ket in a satisfactory
the adjacent side
part of the 1/2") surface and drag the paint off the corner and side previously painted.

No reasonable amount of brushing will remedy this condition and the only way I can see to overcome this difficulty is to give the entire handrail a second finish coat of paint. This will guarantee adequate coverage.

A careful check of the contractor's records shows the cost of one coat of paint to be about 21¢ per foot of handrail. However, in painting two coats there will be some saving of time in the painting of each coat under the cost of attempting to cover with one coat which will accrue to the contractor because so much care will not be required in applying the first finish coat.

The contractor recognizes this saving and is therefore willing to assume about half the cost of a second finish coat of gray paint.

There are 2500 lineal feet ofhandrail and the contractor's cost of painting one coat at 21¢ per foot would be $525.00. I therefore submit Price Agreement No. 10 in the amount of $262.50 and recommend that it be approved.

Very truly yours,
Marshall Dresser

Marshall Dresser
Resident Bridge Engineer

cc G. S. Paxson

1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible]
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
~~SALEM~~

RECEIVED
MAY 21 1937
FOR FILING

NOTED
G. S. PAXSON

RECEIVED
MAY 7 1937
OREGON STATE HIGHWAY COM.

Oregon City, Oregon
May 4, 1937

G.S.P.

Mr. E. A. Collier
Division Engineer
Oregon State Highway Commission
Portland, Oregon.

NOTED
W. A. REEVES

132-7

Dear Sir:

After considerable effort on the part of the contractor and study of his methods, I find that the second field coat of paint can not be made to cover the first coat on the steel handrail at the Oregon City Undercrossing.

This condition obtains because of the small size of the rail pickets. Paint can be applied to one side of a picket in a satisfactory manner but as soon as an attempt is made to paint the adjacent side part of the brush bristles slip off the narrow (1/2") surface and drag the paint off the corner and side previously painted.

No reasonable amount of brushing will remedy this condition and the only way I can see to overcome this difficulty is to give the entire handrail a second finish coat of paint. This will guarantee adequate coverage.

A careful check of the contractor's records shows the cost of one coat of paint to be about 21¢ per foot of handrail. However, in painting two coats there will be some saving of time in the painting of each coat under the cost of attempting to cover with one coat which will accrue to the contractor because so much care will not be required in applying the first finish coat.

The contractor recognizes this saving and is therefore willing to assume about half the cost of a second finish coat of gray paint.

There are 2500 lineal feet ofhandrail and the contractor's cost of painting one coat at 21¢ per foot would be $525.00. I therefore submit Price Agreement No. 10 in the amount of $262.50 and recommend that it be approved.

Very truly yours,

Marshall Dresser

Marshall Dresser
Resident Bridge Engineer

cc G. S. Paxson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. [illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

132-7

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 18 1937
FOR FILING

RECEIVED
MAR 17 1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

OREGON STATE HIGHWAY COMMISSION
SALEM
~~XXXXXXXXXXXXXXXXXXXX~~
Portland, Oregon

March 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Reference is made to our letter of February 24th, asking for a Record of Project Expenditure Authorizations, Form No. 346, on the following projects:

(1) Undercrossing of the Southern Pacific Company's tracks in Oregon City, Contract No. 1854. 132-7

(2) Overcrossing of Southern Pacific Company's tracks in Portland on Union Avenue, Contract No. 1881. 168-H

(3) Milwaukie Avenue Undercrossing in Portland, Contract No. 1915. 168-E

We also ask for the engineering costs from the Costkeeper's books, in order that we may keep a field record of future engineering costs of the above projects.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM
~~XXXXXXXXXXXXXXXXXXX~~
Portland, Oregon

IN REPLY PLEASE
REFER TO FILE NO.

February 24, 1937

RECEIVED
FEB 25 1937
FOR FILING
132-7

RECEIVED
FEB 25 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: S. H. Probert

Dear Sir:

We would like to have a record of project expenditure authorisations, Form #346, on the following projects:

(1) Undercrossing of the Southern Pacific Company's tracks in Oregon City, Contract No. 1854. 132-7

(2) Overcrossing of Southern Pacific Company's tracks in Portland on Union Avenue, Contract No. 1881. 168-H

(3) Milwaukie Avenue undercrossing in Portland, Contract No. 1915. 168-8

We also wish the engineering costs from the Cost Keeper's books in Salem, up to and including January, 1937. We would like to know if this includes the January payrolls.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

FORM G-A-1 5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 1 1937
FOR FILING

132-7

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 29 1937

IN REPLY PLEASE
REFER TO FILE NO.

~~XXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
January 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of January 27th at hand, concerning specification for trench excavation on the Oregon City Project.

In order to present a full picture of Parker-Schram's claim, I have taken the following figures from Frank Young's Monthly Quantity Summary Sheet, dated January 15, 1937:

Item	Preliminary Estimate	Work Performed to Jan. 15th
Trench Exc. 0-5	170 C. Y.	669 C. Y.
" " 5-10	80 C. Y.	355 C. Y.
" " 10-20	200 C. Y.	302 C. Y.
" " 20-30	480 C. Y.	35 C. Y.

You will note that Mr. Young is estimating on the basis mentioned in your letter of January 27th, but that, apparently, the preliminary estimate was made on the basis of estimate quantities from the ground down to the depth of the trench specified and Parker-Schram apparently base their claim on this. It will be several months before this job is finished; perhaps Mr. Eason, or Mr. O'Neil, can advise how the preliminary estimate quantities were computed.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

RECEIVED
JAN 27 1937
FOR FILING
132-7

RECEIVED
JAN 27 1937
STATE HIGHWAY COMMISSION

Portland, Oregon
January 26, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxson

Dear Sir:

Your letter of January 22nd received, concerning replacement of a sewer on the Oregon City Project.

(1) Oregon City is to pay 50% of the cost of constructing the sewer from Station 65+23 to Station 70+22, including two manholes. The State is to pay 100% of the cost of replacing the sewer from Station 70+22 to Station 72+62, including three manholes.

A sketch showing these limits is attached hereto.

(2) The distances mentioned in Mr. Fransen's letter are in error. The total estimated State cost is $2,016.75. The total cost for Oregon City is $1,016.90.

Attached hereto you will find a letter from F. T. Young with detailed estimate of cost. If further information is desired, please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED

EAC:DP
CC R. H. Baldock ✓
H. G. Smith
J. M. Devers
Encls.

FORM S-A-4 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Oregon City, Oregon
January 25, 1937

IN REPLY PLEASE
REFER TO FILE NO.

E. A. Collier
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

As per your telephone request of this date you will find below a cost set up in connection with the reconstruction of the sewer line from Third Street to a point near the top of the hill along the Pacific Highway in Oregon City.

Cost to be paid 100% by State
Station 72+62 - 70+22

231 ft. of 18 in. sewer pipe at $1.85	$427.35
127 cu. yds. Trench Exc. 0'-6' comm. at $2.50	317.50
3 manholes (Contract price $85.00 each)	255.00
	$999.85

Cost to be paid 50% by the State 50% by Oregon City.
70+22 - 65+23

498 ft. of 18 in. sewer pipe at $1.85	$921.30
273 cu. yds. Trench exc. 0'-6' comm. at $2.50	682.50
35 cu. yds. Trench Exc. 6'-25' comm. at $6.00	210.00
5 cu. yds. Trench Exc. 10'-25' Solid Rock at $10.00	50.00
2 Manhiles (contract price $85.00 each)	170.00
	$2033.80

State Portion = $\frac{2033.80}{2}$ = $1016.90

Oregon City Portion - 1016.90

Total State Cost $1016.90 + $999.85 = $2016.75
Total cost to Oregon City = $1016.90

Yours truly,

F. T. Young (Signed)
Resident Engineer

FORM 5-A-1 5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Oregon City, Oregon
January 25, 1937

E. A. Collier
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

As per your telephone request of this date you will find below a cost set up in connection with the reconstruction of the sewer line from Third Street to a point near the top of the hill along the Pacific Highway in Oregon City.

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2 Manhiles (contract price $85.00 each)	170.00
	$2033.80

State Portion = $\frac{2033.80}{2}$ = $1016.90

Oregon City Portion - 1016.90

Total St te Cost $1016.90 + $999.85 = $2016.75
Total cost to Oregon City = $1016.90

Yours truly,

F. T. Young (Signed)
Resident Engineer

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 26 1937
FOR FILING

132-7

Portland, Oregon
January 25, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On the Oregon City Project, under contract by Parker-Schram, F. T. Young has raised the question about specification for trench excavation. As you will remember, trench excavation is divided into various classesaccording to depth; for instance, 0-5' deep and 5'-10' deep. Parker-Schram say that their understanding is that all the excavation from a trench 8' deep, say, should be classed as 5'-10' excavation and the excavated quantities apparently bear this out.

These specifications are perhaps not apparently clear, but read like it was the intention to pay the contractor on classification for all trench excavation down to 5', and another classification for trench excavation beginning at 5' and extending to 10' under the surface.

Please advise at your early convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:HP
CC R. H. Baldock

FORM 2-2-1 5M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 26 1937
FOR FILING
132-7

January 22, 1937.

Mr. R. A. Collier
Division Engineer
State Highway Department
7720 S. E. 13th Street
Portland, Oregon.

NOTED

Dear Sir:

This is in reference to your letter of January 18, to Mr. E. G. Smith, concerning replacement of a sewer on the Oregon City Undercrossing project.

It would seem to me that since this expenditure on the part of Oregon City will be nearly a thousand dollars, that it should be covered by a formal agreement. I think, also, that the limits of the section in which Oregon City is to cooperate should be definitely established, and that a sketch showing these limits in relationship to the remainder of the project be attached and made a part of the agreement.

I notice that in your letter to Mr. Smith you state that we are to replace without cost to the City, a 220 foot section of this sewer, and that Mr. Fransen has offered to cooperate on a 50 per cent basis in a 500 foot section adjoining the first section. However, in Mr. Fransen's letter of January 14 which accompanied your letter, he talks in terms of a 150 foot section to be replaced by the state and offers to cooperate in a 550 foot section. These limits should be definitely agreed upon between the state and the city.

Your price agreement No. 6 submitted with the letter covers the total cost of both the section which the state is to replace at its own cost and the section on which the city is to cooperate. There is some question as to whether this price agreement will require additional authorization on the project, and I would ask that you segregate the cost of the two sections so that our estimated cost on the entire project can be ascertained. In order to arrive at the cost both to the city and to the state, the items which are to be paid at contract prices for similar items under the main contract should be included in the cost estimate.

Mr. R. A. Collier, #6 January 22, 1937.

I refer particularly to manholes and solid rock trench excavation under ten feet in depth.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock
E. G. Smith
J. M. Devers

CITY OF OREGON CITY
OREGON CITY, OREGON

January 14th, 1937.

State Highway Commission,
Salem, Oregon.

Gentlemen:

There is located an 18 inch sewer under the Highway now under construction South of Third Street in Oregon City a distance of 700 feet. It appears as near as can be determined there is approximately 150 feet of this sewer broken down due to the construction work, the remaining 550 feet is in question, there are broken places along this distance.

In going over this situation with your District Engineer and Resident Engineer, Mr. Young, it is their opinion that the 150 feet was broken due to the construction, as the remaining 550 feet ranges in depth below the bed grade of the Highway from 18 feet to 32 feet, and as some of this sewer is now broken down, it is necessary to protect the interest of both parties that this sewer be replaced and I have proposed this proposition to Mr. Young, that the City would pay 50% of the cost of replacing this portion of the sewer providing the Highway Department would pay for the remaining 50%.

Very truly yours

J. L. Franzen (signed)

J. L. Franzen, General Manager

JLF:l

C
O
P
Y

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JAN 21 1937
FOR FILING

RECEIVED
JAN 19 1937
OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

132-7

XXXXXXXXXXXXXXXXXXXX
Portland, Oregon
January 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: [illegible] G. Smith

Dear Sir:

On the Pacific Highway, south of the undercrossing at Oregon City, there is an old 18-inch clay sewer placed by the city twenty years or more ago. One section of this, 220 feet long just below the overhead foot bridge, became clogged recently and the water found its way through the bank onto the Southern Pacific Railroad tracks. The Southern Pacific forces plugged the outlet of the upper manhole, forcing the water to rise in the manhole, and they then flumed the water downhill 220 feet to the next manhole. Examination showed that numerous sections of the sewer had been broken and at least one caved in completely. Breaks appear to be fairly recent and, in my judgment, this damage was caused by our construction work. I told J. L. Franzen, General Manager of Oregon City, that the State would replace this 220-foot section of sewer.

Mr. Franzen asked about the next 500-foot section extending to Third Street. He stated that there was some broken pipe in this section, although sewage was getting through it all right. Inspection at the upper manhole showed some cracked pipe. We dug a test pit 100 feet north of this upper manhole and found two out of three joints were broken in that place. Light could be seen through the sewer, however, at both ends. This 500-foot section of sewer is from 14 to 24 feet deep. This depth occurred on account of the fill made by the Highway Department when the highway was built a number of years ago. We are to place a new concrete pavement on this section and, in view of the poor condition of this sewer and the fact that at least some considerable amount of pipe was broken by our recent construction there, I recommend that we accept Mr. Franzen's offer for the city to pay 50% of the cost of replacing this sewer, the work to be performed by the State Highway Department's contractor and the remaining 50% to be paid for by the State. The sewer would be placed at an approximate 5-foot depth throughout and it would be necessary to construct an extra manhole at the lower end, from which a drop could be constructed onto the 24-foot deep sewer leading west under the railroad tracks.

I will submit to you within the next few days a Price Agreement whereby Parker-Schram agree to place an 18-inch sewer pipe at a unit price and to excavate the trench. The replacement of this sewer was not included in the original plans and the contractors do not wish to place it at their bid unit price for 18-inch culvert pipe, nor to do the trench excavation at their bid price for common. The trench will consist of ~~earthy~~ rock, and large boulders and prices submitted by the contractor

BALDOCK

CC

Attention: H. G. Smith
Re: Oregon City Sewer Replacement

Jan. 18, 1937
Page 2

are $2.50 per yard for the first 5 feet of depth and ranging upward for a deeper depth, where we put the drop and to the deep manhole at the lower end.

Attached hereto is the letter from Franzen. Mr. Young tells me that a similar letter for a somewhat similar condition has been considered sufficient and, if you approve the Price Agreement and this proposition, we will proceed. If you consider it necessary to have a written agreement with the City, please have the Legal Department prepare a brief agreement covering these points and we will have Mr. Franzen secure signatures of the Council.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
F. T. Young

BALDOCK

Andy

CC

COPY COPY

CITY OF OREGON CITY

January 14th, 1937.

State Highway Commission
Salem, Oregon

Gentlemen:-

There is located an 18 inch sewer under the Highway now under construction South of Third Street in Oregon City a distance of 700 feet. It appears as near as can be determined there is approximately 150 feet of this sewer broken down due to the construction work, the remaining 550 feet is in question; there are broken places along this distance.

In going over this situation with your District Engineer and Resident Engineer, Mr. Young, it is their opinion that the 150 feet was broken due to the construction, as the remaining 550 feet ranges in depth below the bed grade of the Highway from 18 feet to 32 feet, and as some of this sewer is now broken down, it is necessary to protect the interest of both parties that this sewer be replaced and I have proposed this proposition to Mr. Young, that the City would pay 50% of the cost of replacing this portion of the sewer providing the Highway Department would pay for the remaining 50%.

Very truly yours,

J. L. FRANZEN, General Manager

JLF:L

R H Baldock

FORM 3-A-1 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

X

132-7

October 19th, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

Mr. Baldock has approved the idea of a water fountain to be built within the semi-circle on the Oregon City Undercrossing Projects. You may submit the necessary Extra Work Orders for the construction of a design prepared by Mr. Otten.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓
F. T. Young

R H Baldock

132-7

Cost Analysis October 19, 1936

Contract 1854
Prefix 3-1105

Cost of Constructing Rubble Masonry Parapet Wall on South Grade of Oregon City Undercrossing

Parker-Schram, Contractor
Alexanderson & Lund, Sub-contractors

F. T. Young, Resident Construction Engineer
Marshall Dresser, Resident Bridge Engineer

NOTED
State Highway Engineer

Work consisted of constructing 617 lineal feet of Rubble masonry parapet wall, which was laid on a retaining wall for part of its length, the balance being laid on earth foundation. Stone was available close at hand from a grade excavation, but this material was dark colored, hard and tough basalt, and it was decided to use a more workable material. Rose colored sandstone was secured and hauled by truck from the Carver Quarry, a distance of 15 miles, and gave a very satisfactory appearance when incorporated in the wall.

COST

Labor:	Cost	Quantity	Unit Cost
Stone Masons 542 hrs. at 1.20 per hr.	$650.40	617 Lin. Ft.	$1.07
Common Labor [illegible] " " .[illegible] " "	695.00	" " "	1.13
S.I.A.C. 5% of Labor	67.27		.11
Materials:			
Stone 23 loads (92 c.y.) at $15.00 load	345.00	" " "	.56
Cement 87 Bbl. at 2.65 bbl.	230.55	" " "	.37
Sand 39 cu. yd. at 1.50 per cu. yd.	58.50	" " "	.11
Mason Sand 6½ cu. yd. at 2.25 per c.y.	14.63	" " "	.02
Supplies & Miscellaneous Expenses:			
Equipment Rental - Mixer	44.50	" " "	.07
Incidentals	25.00	" " "	.04
Bond - 1% of Gross Earned	37.02	" " "	.06
Overhead - 10% of Cost	216.79	" " "	.35
	$ 2,384.66		3.89
Allowance for coping still to be constructed 617 lin. ft. at 0.75	462.75		.75
Total Cost	$ 2,847.41	Per Lin. Ft.	4.64

Contractor's Bid Price	$6.00 Lin. Ft.
Actual Cost	4.64 " "

Revenue and Cost to Contractor

617 Lin. Ft. at $6.00	$ 3,702.00	6.00
Contractor's Cost	2,357.26	3.82
Contractor's Profit	$ 1,344.74	2.12

Net Profit 36.33% of Gross Earned

Revenue and Cost to Sub-Contractors

Sub-contractor's Bid - $2.50 per Lin. Ft. less 40 cts. allowance for coping to be made by contractor.

617 Lin. Ft. at $2.10	$ 1,295.70	2.10
Sub-Contractor's Cost	1,785.85	2.89
Sub-contractor's Loss	490.15	.79

Net Loss 37.83% of Gross Earned

E. H. Clymer
Cost Analyst

By.. M. G. Smith

66

Contract 1854
Prefix 5-1105

Cost Analysis October 19, 1938

Cost of Constructing Rubble Masonry Retaining Wall on South Grade of Oregon City Undercrossing

Parker-Schram, Contractors
Alexanderson & Lund, Sub-contractors

F. T. Young, Resident Construction Engineer
Marshall Dresser, Resident Bridge Engineer

Work consisted of constructing 710 cubic yards of rubble masonry retaining wall, 18" thick at top and with a base at a ratio of .4 the height, the latter varying as the grade required. Material used in construction was dark colored basalt stone taken from the adjacent grade excavation, hand selected and hauled a short distance by truck to the wall site. The larger stones were lowered into place with a shovel, this affecting a lower cost.

	Cost	Quantity	Unit Cost
Labor:			
Stone Mason - 780 hrs. at 1.20	$956.00	710 Cubic Yards	$ 1.32
Common Labor 1280 " " 0.85	1005.50	" " "	1.45
S.I.A.C. - 5% of Labor Cost	96.98	" " "	.14
Material:			
Gravel - 25 cu. yd. at 1.50	37.50	" " "	.06
Sand - 128½ cu. yd. at 1.50	192.75	" " "	.27
Mason Sand - 23 cu. yd. at 2.25	51.75	" " "	.07
Weep Hole Pipe - 40 ft. at 10 ct.	4.00	" " "	.01
Cement - 307 Bbl. at 2.65	813.55	" " "	1.14
Selecting & Hauling Stone 710 Cu. Yd. at 1.50 per C.Y.	1065.00	" " "	1.50
Supplies and Miscellaneous Expenses:			
Equipment Rental			
Shovel	350.00	" " "	.50
Mixer	155.50	" " "	.22
Incidentals	75.00	" " "	.16
Bond - 1% of Gross Earned	88.75	" " "	.13
Overhead - 10% of Cost	487.05	" " "	.70
Total Cost	$ 5,357.38	Per Cu. Yd.	7.67

Contractor's Bid Price per Cu. Yd.	$12.50
Actual Cost per Cu. Yd.	7.67

Revenue and Cost to Contractor

710 Cu. Yd. at $12.50	$ 8,875.00	$ 12.50
Contractor's Cost	8,293.75	11.68
Contractor's Profit	581.25	.82

Net Profit 6.55% of Gross Earned

Revenue and Cost to Sub-Contractors

Sub-Contractors' Bid $9.00 per Cu. Yd.

710 Cu. Yd. at $9.00	$ 6,390.00	9.00
Sub-Contractors' Cost	3,716.53	5.24
Sub-Contractor's Profit	$ 2,673.47	3.76

Net Profit 41.84% of Gross Earned

R. H. Clymer
Cost Analyst

By.. M. C. Smith

132-7

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

October 12, 1936

Mr. R. H.Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: Oregon WPGM 132-F, Oregon City Undercrossing

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. C. Caufield
L. C. Caufield
Highway Engineer

Encls.

Iron

ER-A4pr-4699

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing Project No. WPGM 132, Sec. F

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of August, 1936

by and between the Oregon State Highway Commission

constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 21st day of June, 1927, a project statement, which was approved by the Secretary on the 13th day of October, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 2nd day of April, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three hundred twenty-five thousand, three hundred seventy-five and 40/100 dollars ($325,375.40) as the share of the United States payable under said act on account of Section F of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of (Public Res. No. 11, 74th Cong.) act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 56+66.1 at the intersection of 5th St. and Main St. in Oregon City and survey station 74+72 at the north end of Section G of said project

, length 0.342 of a mile~~s~~ in Clackamas County, being Section F of Ore. U.S. Works Program / Grade Crossing project No. WPGM 132, consisting of 0.342 of a mile~~s~~ of roadway and one / underpass structure ~~bridges, each of more than 20 feet clear span,~~ ~~of a mile in length.~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of three hundred twenty-five thousand, three hundred seventy-five and 40/100 dollars ($325,375.40), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~not exceed the authorized Federal pro rata share of~~

~~d[illegible]~~ is ~~%~~ the approved total estimated cost of Section F of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of Sept, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—5518

[illegible]

SECRETARY OF AGRICULTURE

By L. E. Boykin
Acting Chief, Bureau of Public Roads

R. H. BALDOCK
STATE HIGHWAY ENGINEER

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Grade Crossing Project No. WPGM 132-F, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 325,375.40 as the total estimated cost of said project, and the sum of $ 325,375.40 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 30th day of Sept one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

Acting Chief, Bureau of Public Roads.

5-54 2000 6-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

rhb

137-7

September 15, 1930.

Mr. J. L. Franzen,
City Manager
Oregon City, Oregon.

Dear Sir:

Under date of August 27, you wrote me concerning the width of the pedestrian tunnel being built in connection with the new Oregon City Underpass.

I have delayed answering this letter for some time in order that I might give a careful study to the width of pedestrian tunnels which we are constructing in several places on the state highway system.

The pedestrian tunnels in connection with the underpasses which we have already constructed are all five feet in width. We have completed the project at LaGrande which is in every way comparable to the Oregon City project, and will carry even more pedestrian traffic than the underpass in your city. The width of this pedestrian tunnel is five feet, and in my opinion, is perfectly satisfactory.

We have also pedestrian tunnels in the underpass in the City of Bend which will also carry a larger volume of traffic than the Oregon City underpass. The pedestrian tunnels in the underpass at the north edge of Salem are also five feet wide and are several times the length of the Oregon City tunnel.

In connection with this matter, I would also call your attention to the fact that the sidewalk alongside the railroad track south of the underpass is a few inches less than five feet in width, with a steel fence on each side of the sidewalk. We are pinched in between the railroad and the bluff on this portion of the project, and this width of sidewalk is all that it was possible to get. In order to get this, we have gone to steel fence rather then the ordinary concrete rail because the steel fence is narrower than the concrete guard rail and does not take off as much room.

Mr. J. L. Franzen, #2 September 15, 1936.

I am sure that when this project is completed, that the Oregon City people will find that the pedestrian tunnel as planned is ample for the use which will be made of it.

We are putting in ceiling lights in this tunnel so that the walkway will be brightly lighted at all times. We are also sloping back the rock fill on either side of the east approach to the tunnel, and will do considerable landscaping and planting on this rock fill so that the entire project will be as attractive as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

132-X

OREGON STATE HIGHWAY COMMISSION

SALEM

September 10th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7720 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

Authority is granted for Frank Young to hire a rock sloper at $1.00 per hour to assist him in measuring the face of the bluff at Oregon City. Please submit Wage Rate Approval giving the man's name etc.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

132-4

RECEIVED
SEP 9 1936
COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

Portland, Oregon
Sept. 8, 1936

Mr. Frank Young
Resident Engineer
State Highway Department
Oregon City, Oregon

Dear Sir:

You have received a copy of Mr. Paxson's letter of August 31st concerning rock bluff at Oregon City Undercrossing.

You are having Parker and Schram, the contractors, carefully scale the entire face of the bluff to remove all loose rock. The contractor is doing this with as little shooting as possible in order not to loosen solid rock.

You will note the suggestion is made in the letter for grouting crevices in the rock face. Please discuss this with the contractor and see if any price agreement can be worked out. It may be that the best thing will be force account for this work.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:BP
CC R. H. Baldock
G. S. Paxson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
Sept. 4, 1936

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. R. H. Baldock~~
~~State Highway Engineer~~
~~Salem, Oregon~~

Attention: S. H. Probert

Dear Sir:

We have received from F. T. Young, Oregon City, request for the final cross section plats of the bluff in Oregon City that accompanied the final estimate for contract number 621, awarded to Bajotte-Winters in 1933.

Mr. Young says that these plats had been in use by the Bridge Department recently. If they can be located, please forward directly to Mr. Young as he can use them in remeasuring the slopes on this section.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By
Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

X

132-7

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SALEM

August 31, 1936.

Mr. E. A. Collier
7720 S. E. 13th Street
Portland, Oregon

Dear Sir:

Mr. Baldock has approved the suggestion that in lieu of any guniting of the rock bluff at the Oregon City underpass, that special care be used in removing any portions of the bluff which might become loosened by frost or water action, and that any crevices behind material which is left in place be sealed by grouting so that the entrance of water is prevented.

It is our hope that eventually we may have a creeper growing on this bluff.

Please keep this in mind in the finishing of this excavation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

CC R. H. Baldock
F. T. Young
M. Drusser

FORM D-A-1 5M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Portland, Oregon

132-7

August 28th
1936

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 29 1936
OREGON
STATE HIGHWAY COMMISSION

~~Mr. R. H. Baldock~~
~~State Highway Engineer~~
~~Salem, Oregon~~

Attention: H. G. Smith

Dear Sir:

Frank Young will remeasure the rock bluff at Oregon City in about ten days. He will borrow a 300' tape from Kirkwood and would like to use one of the rock slopers on a rope to hold the end of the tape on the cliff.

These men get $1.20 per hour and Young thinks this will be a faster and more accurate method of remeasuring the face of the bluff than to use a weight moved with rope from above and attached to the tape below. If we can use one of these $1.20 per hour men, we will; otherwise, we will use the weight method. Please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
F. T. Young

132-F

August 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Oregon City Undercrossing Section, Project No. WPGM 132-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. M. Nash
Asst. Office Engineer

JMN:GS

FORM 5-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Portland, Oregon
Aug. 15, 1936

IN YOUR REPLY PLEASE REFER TO FILE NO. 7
132

PORTLAND, OREGON
AUG 16 1936
IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

At your recent request, I have begun study of the use of Gunnite on the big rock cut at Oregon City. The object would be to fill cracks in the rock face and so prevent entrance of water and roots of plants.

I looked over this job yesterday with Engineer Young and Contractor Parker. The rock slope will be ¼ to 1. Some water comes out of the face at present and more comes out during the winter. This water enters back of the top of the slope and we could not stop this water from entering with Gunnite. In my opinion, the amount of water entering cracks in the rock from the face would be much less than that entering the rock back of the top of the slope. There are some places on the face where it appears that filling cracks and crevices with mortar would be beneficial, but it would be detrimental where water is coming out of the cliff. The use of Gunnite on the face would produce stains and the cost would be a considerable item — probably several thousand dollars.

We will secure a thorough scaling of all rock on this cut by the contractor and, pending further study, it would be my recommendation that we do not use Gunnite at this time, but that, after six months or a year, an investigation be made of the face and, if there has been any considerable amount of water or displacement of rock by freezing or vegetation, further investigation of Gunnite be made.

Very truly yours,

E. A. Collier /DP

E. A. COLLIER
DIVISION ENGINEER

EAC:DP

R. H. Baldock

RECEIVED
AUG 1[illegible] 1936

✓ REFERRED TO
Mr. H. G. Smith
Asst. State Highway Engineer

O.K. R.H.B.

NOTI
H. G. S

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

×

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. WPGM 132-F

POST OFFICE BUILDING
PORTLAND, OREGON

AUG 15 1936

August 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

Encls.

Fron

132-7

August 7, 1936

Mr. C. S. Paxson
Office

Dear Sir:

I had in mind the same thing and the planting of ivy to eventually cover the bluff. Make sure that this bluff is thoroughly combed and that all loose stone and boulders on the top of the bluff are removed. Get permission from private property owners to do this. By Guniting the cracks, I think we can prevent frost action.

Very truly yours,

State Highway Engineer

RHB:HI

(Oregon City undercrossing)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

132-7

OREGON STATE HIGHWAY COMMISSION

SALEM

July 16, 1936

Mr. F. D. Eason,
Office.

NOTED
State Highway Engineer

Dear Sir:

I am returning executed copy of subcontract between Parker-Schram Company and F. C. Leary for the removal of a concrete garage on the Oregon City Undercrossing project in Oregon City.

I have approved this contract as to form only.

Yours very truly,

J. M. DEVERS

JMD:FW
Inc.

cc R. H. Baldock ✓
H. C. Smith
G. S. Paxson
F. T. Young

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

132-X

July 13, 1936

IN REPLY PLEASE REFER TO FILE NO.
3-1105

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. H. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Parker-Schram Company and Ed Lund and Carl Alexanderson covering certain work in connection with the Oregon City Undercrossing project, Contract No. 1854. May we have your approval as to form?

Yours very truly,

F. D. KASCH,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
Encl:1
cc R. H. Baldock
E. G. Smith
G. S. Paxson
F. T. Young

132-7

July 3, 1936.

Mr. J. M. Devers:

Please note attached from the Southern Pacific Company relative to workmen's compensation and employer's liability coverage; also, public liability coverage on the Oregon City subway.

Section 4 of Memorandum No. 6 provides that compensation insurance premiums and premiums on insurance or liability policies of reasonable amounts consistent with the character of the work are reimbursable items.

The public liability premijm of $159.03 appears quite reasonable, and this policy does not expire until May 25, 1937, which is after the completion date of the bridge contract. The workmen's compensation and employers' liability coverage, however, carries rates which in some cases are higher than the state compensation rates, notably in the erection of steel where the rate is $31.476 per hundred. The State Industrial Accident Commission rate is $20.00. Also, on telegraph and telephone line work, the Southern Pacific rate is $6.396, whereas the state rate is $5.50.

I note also, that this policy expires on November 29, and would necessarily be renewed after that date in order to complete the work.

I am not familiar with these policies, but presume that the premium paid is based on the actual labor employed and that the estimated premium as shown in the job endorsement is an estimate only and is not a total premium paid whether or not all of the work estimated is done.

I have acknowledged receipt of these documents from the railroad company but would like your advice before commenting on them in detail.

G. S. Paxson

GSP:AP
cc R. H. Baldock

132-7

July 3, 1936.

Mr. J. M. Devers:

Attached hereto is a signed copy of the Agreement between the Southern Pacific Company and the State covering the construction of the undergrade crossing at Oregon City.

Will you please note that they request that this be filed in the office of the Recorder of Clackamas County, and that they be advised?

G. S. Paxson

GSP:AP

cc R. H. Baldock

NOTED

1327

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Oregon City Undercrossing Section, Project No. WPGM 132-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Commission

U. S. Works Program
Grade Separation
Project No. WPGH 132-F

[redacted] CITY UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19, 1936

Roadwork

All Required		Clearing and Grubbing		$ 977.14
"	"	Removal of Garage Building		2,500.00
140	cu. yds.	Common Trench Excavation, 0' to 5'	$0.80	112.00
20	cu. yds.	Common Trench Excavation, 5' to 10'	1.10	22.00
210	cu. yds.	Solid Rock Trench Excavation, 0' to 5'	4.00	840.00
15	cu. yds.	Solid Rock Trench Excavation, 5' to 10'	6.00	90.00
5,700	cu. yds.	Class "A" Excavation	2.50	14,250.00
62,000	cu. yds.	Class "B" Excavation	1.45	89,900.00
220	lin. ft.	6" Perforated Iron Pipe	0.75	165.00
980	lin. ft.	8" Sewer Pipe	0.50	490.00
50	lin. ft.	8" Sewer Pipe Under Pavement	1.50	75.00
30	lin. ft.	Salvaging Culvert Pipe	0.50	15.00
10	cu. yds.	Rock Backfill in Drains	2.50	25.00
880	lin. ft.	Salvaging Guard Fence	0.15	132.00
230	sq. yds.	Slope Pavement	0.50	115.00
500	cu. yds.	Mortar Rubble Masonry	12.50	6,250.00
14	only	Concrete Catch Inlets	17.50	245.00
3	only	Concrete Manholes	85.00	255.00
100	cu. yds.	Concrete Curbs and Gutters	15.50	1,550.00
40	sq. yds.	Concrete Sidewalks	1.25	50.00
100	sq. yds.	Concrete Driveway Aprons	1.80	180.00
1,260	cu. yds.	Rock Base	2.25	2,835.00
140	cu. yds.	Sand Cushion	2.25	315.00
120	cu. yds.	Filler	0.75	90.00
120	yd. mi.	Hauling Filler	0.20	24.00
8,400	sq. yds.	Portland Cement Concrete Pavement	2.08	17,472.00
900	lin. ft.	3/4" Expansion Joints	0.15	135.00
250	lin. ft.	1" Expansion Joints	0.13	32.50
5,100	lin. ft.	Contraction Joints	0.03	153.00
5,100	only	Dowels	0.15	765.00
3,400	lbs.	Tie Bars and Reinforcement	0.045	153.00
130	tons	Class "A" Asphaltic Concrete	6.50	845.00
80	tons	Class "B" Asphaltic Concrete	6.50	520.00

1,600	sq. yds.	Surface Finish Coat	$0.05	$ 80.00
235	cu. yds.	Class "A" Concrete	21.00	4,935.00
12,000	lbs.	Metal Reinforcement	0.055	660.00
12,000	lbs.	Structural Steel	0.06	720.00
31,000	lbs.	Steel Handrail	0.14	4,340.00
			Subtotal	$152,312.64
			10% Engr. & Cont.	15,231.26
			Total	$167,543.90

Structures

110	cu. yds.	Mortar Rubble Masonry	$12.50	$ 1,375.00
1,700	cu. yds.	Class "B" Concrete	19.75	33,575.00
665	cu. yds.	Class "A" Concrete	21.00	13,965.00
98,000	lbs.	Metal Reinforcement	0.055	5,390.00
473,000	lbs.	Structural Steel	0.06	28,380.00
90,000	lbs.	Wrought Iron Plate	0.12	10,800.00
37,000	lbs.	Steel Handrail	0.14	5,180.00
All Required		Electric Wiring		1,000.00
				$ 99,665.00
All Required		Move and Reestablish Railway Tracks, Signal and Telegraph Lines		42,000.00
			Subtotal	$141,665.00
			10% Engr. & Cont.	14,166.50
			Railway Engineering	2,000.00
			Total	$157,831.50

Length of Roadway	0.342	Mile
Length of Structure	0.000	"
Total Length	0.342	"
Cost per Mile, Roadwork	$489,894.44	

WPGH Funds Requested,

Roadwork - - - - - - - - - - - - - - - -	$167,543.90
Structure - - - - - - - - - - - - - - - -	157,831.50
Total - - - - - - -	$325,375.40

	Roadwork	Structures
Estimated Labor Required	60,000 man-hours	53,000 man-hours
Cost of Labor	$38,000	$44,000
Cost of Materials	$20,000	$55,000

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931

Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. 130-E

WPGM 1, 6

OREGON CITY UNDERCROSSING SECTION OF
THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, April 1, 1936

Roadwork

All Required		Clearing and Grubbing	$ - -	$ 180.00
All Required		Removal of Garage Building	- -	500.00
140	cu. yds.	Common Trench Excavation, 0' to 5'	0.50	70.00
20	cu. yds.	Common Trench Excavation, 5' to 10'	4.00	80.00
240	cu. yds.	Solid Rock Trench Excavation, 0' to 5'	2.00	480.00
15	cu. yds.	Solid Rock Trench Excavation, 5' to 10'	2.50	37.50
5,700	cu. yds.	Class "A" Excavation	0.50	2,850.00
62,000	cu. yds.	Class "B" Excavation	1.50	93,000.00
220	lin. ft.	6" Perforated Iron Pipe	0.70	154.00
980	lin. ft.	5" Sewer Pipe	0.50	490.00
50	lin. ft.	8" Sewer Pipe Under Pavement	0.80	40.00
30	lin. ft.	Salvaging Culvert Pipe	0.70	21.00
10	cu. yds.	Rock Backfill in Drains	2.00	20.00
880	lin. ft.	Salvaging Guard Fence	0.25	220.00
230	sq. yds.	Slope Pavement	0.50	115.00
500	cu. yds.	Mortar Rubble Masonry	12.00	6,000.00
14	only	Concrete Catch Inlets	20.00	280.00
3	only	Concrete Manholes	50.00	150.00
100	cu. yds.	Concrete Curbs and Gutters	20.00	2,000.00
40	sq. yds.	Concrete Sidewalks	1.50	60.00
100	sq. yds.	Concrete Driveway Aprons	1.80	180.00
1,260	cu. yds.	Rock Base	1.50	1,890.00
140	cu. yds.	Sand Cushion	1.00	140.00
120	cu. yds.	Filler	0.50	60.00
120	yd. mi.	Hauling Filler	0.20	24.00
8,400	sq. yds.	Portland Cement Concrete Pavement	1.60	13,440.00

900	lin. ft.	¾" Expansion Joints	$ 0.20	$ 180.00
250	lin. ft.	½" Expansion Joints	0.15	37.50
5,100	lin. ft.	Contraction Joints	0.05	255.00
5,100	only	Dowels	0.20	1,020.00
3,400	lbs.	Tie Bars and Reinforcement	0.05	170.00
130	tons	Class "A" Asphaltic Concrete	6.00	[illegible]
80	tons	Class "B" Asphaltic Concrete	6.00	480.00
1,600	sq. yds.	Surface Finish Coat	0.05	80.00
235	cu. yds.	Class "A" Concrete	21.00	4,935.00
12,000	lbs.	Metal Reinforcement	0.05	600.00
12,000	lbs.	Structural Steel	0.07	840.00
[illegible]	lbs.	Steel Handrail	0.15	[illegible]
		Subtotal		$136,359.00
		10% Engr. & Cont.		13,635.90
		Total		$149,994.90

Structures

110	cu. yds.	Cement Rubble Masonry	$ 12.00	$ 1,320.00
1,700	cu. yds.	Class "B" Concrete	20.00	34,000.00
665	cu. yds.	Class "A" Concrete	21.00	13,965.00
98,000	lbs.	Metal Reinforcement	0.05	4,900.00
473,000	lbs.	Structural Steel	0.07	33,110.00
90,000	lbs.	Wrought Iron Plate	0.075	6,750.00
37000 38,000	lbs.	Steel Handrail	0.15	5,700.00
All Required		Electric Wiring		500.00
				$100,245.00
All Required		Move and Reestablish Railway Tracks, Signal and Telegraph Lines		$ 42,000.00
		Subtotal		$142,245.00
		10% Engr. & Cont.		14,224.50
		Railway Engineering		2,000.00
		Total		$158,469.50

Length of Roadway	0.342 mile
" " Structure	0.000 "
Total Length	0.342 "
Cost per mile, Roadwork	$438,581.50

WPCM Funds Requested:

Roadwork……………………………………	$149,994.90
Structures……………………………………	158,469.50
	$308,464.40

	Roadwork	Structures
Estimated Labor Required	60,000 man-hours	53,000 man-hours
Cost of Labor	$ 38,000	$ 44,000
Cost of Materials	$ 20,000	$ 55,000

ESTIMATE OF COST OF MOVING AND REESTABLISHING RAILWAY TRACKS, SIGNAL LINES AND TELEGRAPH LINES ON THE OREGON CITY UNDERCROSSING SECTION

WORK TO BE PERFORMED BY RAILWAY COMPANY

	Labor	Materials	Total
Track Work	$ 2,751.00	$ 1,904.00	$ 4,655.00
Install Falsework and Move Present Girders	15,805.00	7,194.00	22,999.00
Remove Falsework and Restore Tracks	3,267.00	2,105.00	5,372.00
Move and Reestablish Telegraph Lines	3,567.00	3,758.00	7,325.00
Move and Reestablish Signal Lines	1,476.00	400.00	1,876.00
	$26,866.00	$15,361.00	$42,227.00
	(Use)		$42,000.00

FORM 8-14 10M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

132-7

June 25th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Frank T. Young
Resident Engineer
State Highway Dept.
Oregon City, Oregon

Dear Sir:

We are attaching a bill from the Portland General Electric Company in the amount of $9.43 covering damage done to a transmission line in Oregon City.

Will you please approve this bill and return it to the Division Office for further handling.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock
F. D. Mason

FORM 2-D-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

132-7

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

June 24, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

In reply to your letter of June 20 to Mr. Young regarding the claim of the P.E.P. Company for $9.43, I am enclosing a copy of a letter from Mr. Young, of May 22 date, explaining this claim. A bill from the Portland General Electric Company is also enclosed, approved by Mr. Young and myself.

You will note that Mr. Young's letter says that the electric company had been notified on April 16 to move the poles, and the damage to their line occurred on May 6. I think, however, since our survey crew was the cause of the damage to their transmission line, we should pay for the repair.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

13278g

June 19, 1936

Parker-Schram Co.
515 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of State Highway Contract No. 1854, awarded you on April 17, 1936 for the construction of a steel and concrete undercrossing structure to carry the main line and two siding tracks of the Southern Pacific Company over the Pacific Highway at Oregon City in Clackamas County.

This copy is being sent you for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP

13270g

June 15, 1936

Mr. A. G. Beattie
Schuebel & Beattie
Hogg Building
Oregon City, Oregon

Dear Sir:

This acknowledges receipt of your communication of June 11 in which, on behalf of Mr. and Mrs. Frank Busch, you register a protest concerning the height of the fill which is now being made on the highway opposite Block 10 in Oregon City. I have asked Mr. H. G. Smith, Construction Engineer, to look this over.

Very truly yours,

State Highway Engineer

RHB
HI
cc Mr. H. G. Smith

Mr. Smith:
Please see me before you go.

132749

June 2, 1936

Standard Oil Co. of California
P. O. Drawer 950
Portland, Oregon

Attention: F. M. Ewing,
District Credit Man

Gentlemen:

In response to your inquiry of May 29, you are advised that the bond furnished in connection with the Parker-Schram contract No. 1854, Oregon City undercrossing, was written by the Glens Falls Indemnity Company for whom Rodgers,Hart Banks Company, who have offices in the Pittock Block, Portland, are resident agents.

The amount of this contract is $289,416.00. The date of completion is May 31, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CH

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
L. L. CAMPBELL
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG.
520 S. W. YAMHILL STREET
P. O. DRAWER 980

PORTLAND, ORE.

May 29, 1936

RECEIVED
JUN 2 1936
OREGON
STATE HIGHWAY COMMISSION

Parker Schram Company

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please inform us the name of the bonding company who wrote the material men's bond covering state contract #1854, Oregon City undercrossing.

For your convenience in replying a stamped, addressed envelope is enclosed.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA
L.L.Campbell, District Sales Manager

By T M Ewing
District Credit Man

CDE:LP

REFERRED TO
Gunn
BY SECRETARY

prepare answer for me
HBS

R. H. GRIFFITH, VICE-PRESIDENT
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

RODGERS HART BANKS CO.
SINCE 1896
311 PITTOCK BLOCK
PHONE ATWATER 8496

132779

PORTLAND, OREGON May 29, 1936.

RECEIVED
JUN 1 1936
OREGON

Mr. H. B. Glaisyer,
Oregon State Highway Commission
Salem
Oregon

Dear Sir:

RE: PARKER SCHRAM COMPANY, Contract # 1854

In reply to your letter of May 25th, would say that, following the suggestion made by the Insurance Commissioner's office, we are enclosing Execution Certificates for the bond for the above contract, signed by Arthur M. Colomb.

Trusting this will enable them to pass this bond, we are

Very truly yours,

RODGERS HART BANKS CO.

By Geo B Rodgers

GBR:F
Encls

May 25, 1936

Rodgers Hart Banks Co.
311 Pittock Block
Portland, Oregon

Attention: Mr. Geo. B. Rodgers

Gentlemen:

Reference is made to Parker-Schram Co. contract No. 1354, Oregon City undercrossing.

In accordance with your letter of May 22, we have again presented the bond in connection with this contract to the State Insurance Commissioner for approval, and have again been advised that owing to certain technicalities, he is unable to approve the same.

For your information we are enclosing herewith copy of the Insurance Commissioners' letter of May 25, which is self explanitory.

We are also returning your form of power of attorney-in-fact, which accompanied your letter of May 22.

We are holding the four copies of the above contract and bond at this office and will be unable to accept same until we can have the bond approved by the Insurance Commissioner. Will you kindly take the necessary steps so that we can have the bond approved at an early date.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:GE
Encl.

HUGH H. EARLE
INSURANCE
COMMISSIONER

CHARLES H. MARTIN
GOVERNOR

J. M. SEHON, ASSISTANT
WM. L. GRAHAM, DEPUTY
REAL ESTATE DEPARTMENT

STATE OF OREGON
DEPARTMENT OF INSURANCE
FIRE MARSHAL DEPARTMENT
REAL ESTATE DEPARTMENT
COLLECTION AGENCY DEPARTMENT
SALEM

May 25th, 1936

State Highway Commission,
Salem, Oregon.

Re: Bond of Parker-Schram Company
Glens Falls Indemnity Company

Gentlemen:

At your request we have checked our records concerning the authority of the Oregon agents of the Glens Falls Indemnity Company to execute the above captioned bond.

This bond appears to have been written May 1, 1936, in the sum of $289,416.00, and to have been executed on behalf of the surety by George B. Rodgers, attorney-in-fact, at which time Mr. Rodgers' authority to execute bonds for the company, according to power of attorney on file in this department, was limited to the sum of $150,000.00. Information to this effect was conveyed to you on the 19th of the present month. Today your department has submitted a limited power of attorney issued by the Glens Falls Indemnity Company naming George B. Rodgers as its attorney-in-fact, dated at Glens Falls, N. Y., as of April 20, 1936, and by interlineation made to read in the sum of $300,000.00, as to the limit of authority. This interlineation is marginally initialed and dated as follows: "G D M 5/21/36" This document has not been presented to the insurance department for filing and if it had been so offered could not be accepted in its altered form, nor in any case unless accompanied by the statutory filing fee.

In response to your request for a suggestion as to how this matter may be adjusted we offer the following: The bond in question should be written by some one who at the time of its execution has authority to execute a bond in the required sum. According to our records Arthur M. Colomb, of San Francisco, attorney-in-fact for the said indemnity company, has such an authority. Thereafter, to comply with the statute, the bond could be signed by Rodgers Hart Banks Co., residents agents for the company.

The bond and limited power of attorney are returned herewith.

Yours very truly,

HUGH H. EARLE,
Insurance Commissioner,
By J. M. Sehon
Assistant.

JMS:FSB

R. H. GRIFFITH, VICE-PRESIDENT
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

RODGERS HART BANKS CO.
SINCE 1896
311 PITTOCK BLOCK
PHONE ATWATER 8496

PORTLAND, OREGON

RECEIVED
MAY 23 1936
OREGON
COMMISSION

May 22, 1936.

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem
Oregon

Dear Sir:

We are in receipt of your letter of May 19th regarding the execution of a bond for Parker-Schram Company for the construction of under-crossing at Oregon City.

In this connection we are enclosing Power of Attorney for this particular case of $ 300,000.00, which, we believe, will complete your records.

Yours very truly,

RODGERS HART BANKS CO.

By Geo B Rodgers

GBR:F
encls

FORM 8-X-1 1500 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

132 7 5 9

May 29, 1936

Mr. J. L. Franzen,
City Manager,
Oregon City, Oregon.

Dear Mr. Franzen:

The reconstruction of the Pacific Highway beneath the main line track of the Southern Pacific Company in Oregon City has made necessary a temporary detouring of traffic over some other route. The streets or route selected by the Commission over which to temporarily route the Pacific Highway traffic include Fourteenth Street, thereby avoiding a crossing of the Southern Pacific track at grade by reason of the fact that there is an existing undercrossing of said track at Fourteenth Street.

The Commission has been advised that the municipal authorities of Oregon City have interposedobjection to the route selected by the Commission as a temporary detour on the ground that traffic is routed by the hospital.

The Commission recognizes that motor vehicle traffic, especially the heavy type, will occasion a certain amount of inconvenience and annoyance if such traffic is carried by a hospital. It appears that the municipal authorities for the purpose of avoiding inconvenience and annoyance in connection with the hospital have urged that traffic be routed over Singer Hill, which involves the use of a grade crossing.

The Highway Commission is of the opinion that it would be delinquent in its duty and obligation to the traveling public were it to send over a dangerous grade crossing the volume of traffic that necessarily will use the detour during the reconstruction of the existing route. As between inconvenience and annoyance to the hospital and the hazard incident to the use of a grade crossing the Commission is of the opinion that hospital inconvenience constitutes the lesser of two evils. The grade crossing which municipal authorities of Oregon City propose be used is extremely hazardous, the sight distance is bad, the grade and alignment are extremely imperfect, and all of these factors contribute to make an unsafe crossing, and the hazard is increased by the volume of traffic.

The Commission is further of the opinion that since there is an undergrade passageway available the grade crossing should not be employed.

NOTED
State Highway Engineer

(Copy sent to Geo. Fair 6/3/36)

Mr. J. L. Fransen May 29, 1936

If the City elects to exercise its control over streets which are not parts of the state highway and are not streets over which the state highway has been regularly routed, and in the exercise of such control directs traffic over some other streets than the ones selected by the Highway Commission for detour purposes, then the municipal authorities must assume the responsibility and must, by their own official order, rule and regulation, direct traffic, and erect and maintain its own signs for such purpose.

The Highway Commission is of the firm belief that it should not participate in directing the traveling public to an existing hazard, especially when there is a safe way over which to route that traffic.

Yours very truly,

State Highway Engineer

#1854

FORM 401 P. 2-36 5M

132789

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ADDRESS REPLY
I. E. TOTTEN

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

May 28, 1936

JUN 1 1936
OREGON
STATE HIGHWAY COMMISS

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: PARKER-SCHRAM COMPANY
Original Contractors
Portland, Oregon

We attach herewith one of our regular contractor questionnaires in connection with a contract held by the Parker-Schram Company near Oregon City.

We would appreciate your kind assistance in supplying the information necessary to complete these form and returning same to us in the enclosed business reply envelope.

Thanking you very kindly, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B
Encls

FORM S-K-1 1500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. ~~DOU VELLE~~, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK X
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

132-7

May 26, 1936

Southern Pacific Company
Pacific Building
Portland, Oregon

Attention Mr. E. L. King, Superintendent

Gentlemen:

Herewith we return to you duplicate counterparts of proposed agreement between the Southern Pacific Company and the State of Oregon covering the construction of the Oregon City undercrossing.

These agreements were executed by the State Highway Commission on May 22, 1936, and are returned to you for execution by Southern Pacific Company. It is our understanding that as soon as this has been accomplished one copy will be returned to us for our files.

It is noted that copies of Memorandum No. 6 are not attached to the agreement.

Yours very truly,

J. M. DEVERS

By

J. H. DeSOUZA
Assistant Attorney

Enclosures
JHD:AW
cc Mr. R. H. Baldock
Mr. C. B. Paxson
Mr. H. B. Glaisyer
Mr. H. G. Smith

agreement with SP Co- re ~~construction~~ of Oregon City undertaking project-

signed by Comm 5/22/36

2 copies returned to LeBarge 5/26/36

1327-g

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

May 25, 1936.

Mr. J. W. DeSouza

I have arranged with Mr. Young to leave in that portion of the south wall of the Huntley-Shepard property in Oregon City which is below the elevation of the bottom of the windows.

Mr. Young informs me that Huntley & Shepard are negotiating with the contractor for a coping on the top of this wall to leave it in a presentable appearance.

G. S. Paxson

cc R. H. Baldock

GSP:AP

132-7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 20 1936

RECEIVED FOR FILING
MAY 20 1936

May 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to WPGM 132-F and WPMH 132-G, Contract 1854.

Please inform your resident engineer, F. T. Young, that the pay rolls should be prepared to show separately the labor on the WPGM and WPMH portions of the project. Separate forms Emp. 24 should also be submitted - one for the WPGM and one for the WPMH portions.

This division of labor is made necessary by the fact that WPMH labor applies on the alternate plan while WPGM labor does not.

Yours very truly,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

This was discussed with Mr. Caufield in B.P.R.
office and he agreed to accept one
payroll and two copies of form Emp. 24
FTY

132789

May 19, 1936

Rodgers Hart Banks Company
311 Pittock Block
Portland, Oregon

Attention: Mr. George B. Rodgers

Gentlemen:

Reference is made to the contract between the State Highway Commission and the Parker-Schram Company, for the construction of the undercrossing under the Southern Pacific Railway tracks on the Pacific Highway at Oregon City.

It is noted that the bond furnished in connection with this contract has been written by the Glens Falls Indemnity Company and signed by Mr. George B. Rodgers, as Attorney in Fact.

In accordance with our usual practice, this bond was presented to the State Insurance Commission for approval, and we were advised that he could not approve it for the reason that Mr. Rodgers is limited to execute contract bonds in the sum of $150,000.00, for the Glens Falls Indemnity Company.

As the bond furnished in connection with the above contract is for $289,416.00, it will be necessary for Mr. Rodgers to have his power of Attorney in Fact increased to this amount or it will be necessary for the bond to be signed by an Attorney in Fact for the Glens Falls Indemnity Company who has a power of Attorney in Fact on file with the Insurance Commission, limiting him to sign bonds of this denomination.

As it is necessary that all contract bonds be approved, will you please advise.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

FORM 9-4-1 5M 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

132789

May 20th, 1936

Mr. F. T. Young
Resident Engineer
State Highway Dept.
Oregon City, Oregon

Dear Sir:

In answer to your inquiry concerning the party with which we corresponded in regard to the moving of the eight poles of the Postal Telegraph-Cable Company on the bluff opposite the Hawley Pulp Company in Oregon City, our communication was addressed to Mr. H. M. Anderson, District Foreman, Seattle, Washington.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

R

cc to : R. H. Baldock ✓
W. E. Chandler

FORM 5-G-1 1M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

132709

May 14th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. T. Young
Resident Engineer
State Highway Dept.
Oregon City, Oregon

Dear Sir:

The Postal Telegraph-Cable Company has requested reimbursement for moving of the eight poles on the bluff opposite the Hawley Pulp Company in Oregon City.

I have declined to do this, acting upon your advise that these are on property owned by the public for which they have no definite agreement which would require us to reimburse them.

I think it advisable, however, for you to request the City Manager, or whoever has jurisdiction over McLoughlin Boulevard, to also notify them to move the poles.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock ✓
W. E. Chandler

NOTED
Division Engineer

132-7

May 14th, 1938

Mr. H. M. Andersen
District Foreman
Postal Telegraph-Cable Co.
Seattle, Washington

Dear Sir:

Your letter requesting reimbursement for the moving of eight poles located on the bluff opposite the Halwy Paper Co.'s plant in Oregon City has been noted. These poles must be moved immediately to permit the grading of the Oregon City Undercrossing Project No. WPMH-132 F.

I find we have no authority to reimburse you for the expensive moving of these poles as they are on public property, and are, therefore, subject to the paramount rights of the public. I believe you will recall that some of your poles in this immediate vicinity required moving once before, at which time this policy was definitely settled.

Inasmuch as the State Highway Department furnishes the public utilities with rights of way along the edge of the highways throughout the several thousand miles of State highways, we feel that there is nothing unreasonable in insisting that you cooperate to the slight amount required to readjust these poles when public necessity demands. We spend many thousands of dollars annually to secure rights of way many feet wider than it would be necessary were it not for the utility lines, and we feel that this is a large cooperation towards your services.

This project has been under contract for some time, and the contractor will start drilling and blasting almost any time; therefore, we request that you expedite the protection and movement of your wires.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

Postal Telegraph-Cable Company
THE INTERNATIONAL SYSTEM
POSTAL TELEGRAPH . MACKAY RADIO . COMMERCIAL CABLES
ALL AMERICA CABLES

Seattle, Wash., May 9, 1936.

CEIVE
11 1936
OREGON
STATE HI

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. R. H. Baldock,
District Highway Engineer.

Gentlemen:

U. S. Works Program Highway Project No. WPMH-132 F at Oregon City involves eight of our poles which are located at the top of a rock bluff opposite the Hawley Pulp and Mill Company plant.

As these poles are located outside of the existing highway limits we will expect to be reimbursed for the expense to which we are put in moving our poles and protecting our wires against blasting, and would therefore appreciate an authorization to bill you for the cost of this work.

All the poles are set in rock, as you know, and the cost will of necessity be higher than ordinarily. The actual amount of work to be done depends entirely upon the extent of the cuts you will make and from the information at hand, we believe that $350.00 will cover any expense that we may incur in connection with this project. Will you please favor us with billing authorization in this amount?

Yours truly,

H. N. Anderson.

District Foreman.

REFERRED TO
H G Smith
[illegible] State Highway Engineer

Please prepare
answer for me

RECEIVED
MAY 11 1936

Form 9-X-1 1500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

13279 g

May 9, 1936.

Mr. W. R. Chandler,
Division Engineer,
Agricultural Bldg.,
Salem, Oregon.

NOTED
State Highway Engineer

Dear Sir:

Reference is made to letter from F. T. Young, Resident Engineer, addressed to you under date of May 2nd, relative to what is known as Busch dock in Oregon City.

We would suggest that as a matter of precaution, the dock mentioned by Mr. Young might be barricaded off and a sign placed, reading perhaps: "Property of the State of Oregon. No Trespassing."

The condition should not last very long. However, as the wrecking of the dock is included in the contract recently awarded, Mr. Young will be in a position to know just how soon the contractors will proceed with the wrecking thereof.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:FR

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. T. Young

FORM 8-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 8, 1936

Elizabeth Pusey
1009 Main Street
Oregon City, Oregon

Dear Madam:

We are advised that a sewer leading from your property in Lots 2 and 7 of Block 9 of the original plat of Oregon City extends onto but not across the property acquired by the State of Oregon and which is to be used as a dump for wasting rock excavated from the improvement now under way extending southerly from the undercrossing of Southern Pacific Company. This letter is addressed to you to serve notice upon you to extend your sewer farther into the Willamette River so that the discharge or outlet of the same will be outside of the slopes of the embankment to be constructed and that such extension shall be constructed in such a manner as to be adequate to withstand the construction of the embankment and of sufficient strength to support the embankment after the same has been constructed.

In the event that you should fail to do so the State Highway Commission will proceed with the construction of the proposed embankment, and if later the sewer outlet should fail or should cause any washing out, eroding, caving, or settlement of the embankment the State will expect to recover from you the cost of repairing any such damage.

It also is requested that you make application to the State Highway Commission for a permit authorizing the existence and maintenance of a sewer under and across the state property and embankment to be constructed. This permit, if and when issued, will contain the usual conditions and stipulations imposed by the State Highway Commission in granting permits for water pipes, sewer pipes, etc., under and across state highways.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. H. G. Smith
Mr. W. E. Chandler
Mr. F. T. Young

FORM 9-K-1 1200 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

132784

May 8, 1936

Bessie Fudge,
1010 Water Street,
Oregon City, Oregon.

NOTED

Dear Madam:

We are advised that a sewer leading from your property in Lot 6, Block 9, of the original plat of Oregon City extends onto but not across the property acquired by the State of Oregon and which is to be used as a dump for wasting rock excavated from the improvement now under way extending southerly from the undercrossing of Southern Pacific Company. This letter is addressed to you to serve notice upon you to extend your sewer farther into the Willamette River so that the discharge or outlet of the same will be outside of the slopes of the embankment to be constructed and that such extension shall be constructed in such a manner as to be adequate to withstand the construction of the embankment and of sufficient strength to support the embankment after the same has been constructed.

In the event that you shall fail to do so the State Highway Commission will proceed with the construction of the proposed embankment, and if later the sewer outlet should fail or should cause any washing out, eroding, caving, or settlement of the embankment the State will expect to recover from you the cost of repairing any such damage.

It also is requested that you make application to the State Highway Commission for a permit authorizing the existence and maintenance of a sewer under and across the state property and embankment to be constructed. This permit, if and when issued, will contain the usual conditions and stipulations imposed by the State Highway Commission in granting permits for water pipes, sewer pipes, etc., under and across state highways.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AM

cc Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. H. G. Smith
Mr. W. E. Chandler
Mr. F. T. Young

FORM 5-X-1 1500 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

132157

May 8, 1936

Mr. Herbert Harris
2465 Hope Street
Walnut Park, California

NOTED
State Highway Engineer

Dear Sir:

We are advised that a sewer leading from your property in Lot 5 of Block 9 of the original plat of Oregon City extends onto but not across the property acquired by the State of Oregon and which is to be used as a dump for wasting rock excavated from the improvement now under way extending southerly from the undercrossing of Southern Pacific Company. This letter is addressed to you to serve notice upon you to extend your sewer farther into the Willamette River so that the discharge or outlet of the same will be outside of the slopes of the embankment to be constructed and that such extension shall be constructed in such a manner as to be adequate to withstand the construction of the embankment and of sufficient strength to support the embankment after the same has been constructed.

In the event that you should fail to do so the State Highway Commission will proceed with the construction of the proposed embankment, and if later the sewer outlet should fail or should cause any washing out, eroding, caving, or settlement of the embankment the State will expect to recover from you the cost of repairing any such damage.

It also is requested that you make application to the State Highway Commission for a permit authorizing the existence and maintenance of a sewer under and across the state property and embankment to be constructed. This permit, if and when issued, will contain the usual conditions and stipulations imposed by the State Highway Commission in granting permits for water pipes, sewer pipes, etc., under and across state highways.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. H. G. Smith
Mr. W. E. Chandler
Mr. F. T. Young

FORM 5-3-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

1327

May 7, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. W. DeSouza.

Dear Sir:

Herewith a copy of a letter from F. T. Young giving the ownerships of property from which private sewer leads onto but not across the State Highway property in Oregon City. You were to notify these people of our intended construction work, which work might endanger this sewer line or perhaps affect its proper function.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. MASON,
Assistant Division Engineer.

FDM:AM
cc R. H. Baldock ✓
H. G. Smith

13278g

May 1, 1938.

Mr. J. M. Devers:

Attention Mr. J. W. DeSouza

NOTED
State Highway Engineer

I am returning herewith agreements between the State and Southern Pacific Company covering the Oregon City Undercrossing.

In Paragraph 3, Page 2, that portion of the first paragraph headed (a) should be revised as follows:

> "constructing false work trestles on the three tracks of the railroad which are required to handle railroad traffic during the period of construction of the subway and removing such portions of this false work as must necessarily be removed to reinstall their trackage;"

Again, under that portion of this paragraph headed (d), add "and railroad company" making this read " * * * * * * * * fill to be constructed by state and railroad company."

A fifth section should be added:"(e) placing such portion of the backfill across the old Fifth Street subway as is above an elevation five feet below the bottom of the present steel girder, and making such fill as is necessary to restore the railroad embankments."

In Paragraph 4, Page 3, in the fourth line, insert after "Oregon", "lying below an elevation five feet below the bottom of the present steel girders, and "

Otherwise I can see no objection to this agreement.

G. S. Paxson

cc R. H. Baldock

FORM 5-B-1 500 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

1327-8

April 29, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. T. Young,
Resident Engineer,
Oregon State Highway Department,
Oregon City, Oregon.

NOTED
State Highway Engineer

Dear Sir:

You will please take charge of the grade separation project in Oregon City. This project was let under the bridge contract, but you will have charge of all work except structures. This, I think, is going to be turned over to Marshall Dresser. Just when he will be on the ground I can not say.

You will send in reports to this office in every way the same as you do under an ordinary construction contract. In the near future I will be up to go over this project with you and Mr. Paxson, and outline any details in connection with the structures.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock ✓
S. H. Probert
H. G. Smith
G. S. Paxson

FORM 5-8-1 1000 1-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

1327 pg

Oregon City
Grade Separation
Project.

March 26, 1936

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

Reference is made to the disposal of waste materials on the Oregon City project, with particular reference to the residence buildings on Lots 5, 6, and 8 of Block 11.

We are purchasing all of these lots and each one of the three contains a residence building which is now occupied and which will be rentable until such time, if ever, as the Commission may construct the Water Street line and find it necessary to clear all of the right of way.

Yesterday Mr. Young and myself went over these properties and it was considered feasible that the specifications for the project be so written as to provide that in the dumping of materials there be no interference with the residence buildings and as little interference or injury as possible to the lawns and artificial shrubbery on the river side of the lots.

It also was our understanding that it is Mr. Smith's intention that the waste rock from the south end of the project be placed on and along the edge of the river so that the same would serve as rip rap for protection against high waters. If this is done it would appear entirely feasible to handle the work without interference or injury to the residence buildings.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. H. G. Smith
Mr. F. T. Young

S SHP

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

March 26, 1936

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

Yesterday Resident Engineer F. T. Young and I made an examination of the property being acquired for dumping materials between 11th and 13th Streets in Oregon City, and this letter is written to you with the understanding that you are preparing the special provisions for the work on this portion of the project.

Between 11th and 12th Streets there is now located what is known as the Busch Dock, which consists of a large frame building set on piling with a platform in front thereof and a planked ramp leading to 12th Street. On the southerly end of the platform there now is located a small frame building which is not the property of Mr. Busch but which is to be removed by the owner thereof as his own property.

We know of several inquiries which have been made regarding the wrecking of the dock building, etc., for the salvagable materials which are contained therein, and would suggest that it might be of material advantage if special bids were called for for the wrecking of this building and notices thereof were published in the Oregon City newspapers.

If this is done the special provisions should, among other things, cover the following points:

1. Bids should be called for upon the basis of the amount which the bidder will pay for the dock building or the amount which he will require the State to pay to him for wrecking the building and clearing the right of way.

2. The wrecking of the building should require:

(a) The wrecking of the main building;

(b) The cutting off of piling to the water level;

(c) The removal of the platform;

(d) The removal of the ramp connecting with 12th Street;

(e) The removal of the steps on the southerly side of the platform;

(f) The clearing up of the entire premises after the wrecking operations have been completed;

(g) The work should be completed within two weeks after the contract has been awarded so that there will be no interference with the main contractor on the Oregon City project; and

(h) A bond in the amount of not less than $500.00 for the completion of the work. It was thought that a bond would be necessary on account of the fact that some irresponsible bidder might go in and strip the property of its most valuable materials and then leave the balance of the wrecking and the final cleaning up unfinished.

We have received two letters of inquiry regarding the matter, which are attached hereto, and any further communications which we may receive will be forwarded direct to you so that the writers may be sent copies of the notices for bids.

As a suggestion, it might also be advisable to include this item in the main contract for the Oregon City project, with the provision that it might be eliminated therefrom in the award of the contract if the Commission considered the same advisable.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. F. T. Young

13270Q

April 20, 1936

Parker-Schram Co.
515 Couch Building
Portland, Oregon

Dear Sirs:

The State Highway Commission awarded to you on Friday, April 17, 1936, the contract for the construction of a steel and concrete undercrossing to carry the Southern Pacific Company's tracks over the Pacific Highway at Oregon City in Clackamas County, based on your bid of $289,416.00.

You may consider this letter as your authority and our request for you to commence operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP
cc C. S. Paxson
E. A. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 2 [illegible]
OREGON STATE HIGHWAY COMMISSION

April 17, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Grade Separation Project No. WPGM 132-F and U. S. Works Program Highway Project No. WPMH 132-G, Oregon City Undercrossing Section of the Pacific Highway, to Parker-Schram Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jon

132-F

April 15, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the Oregon City Undercrossing, WPGM 132-F and WPMH 132-G.

As we have been advised that it will be necessary to use separate letter designations, will you please use the letter "F" for the WPGM portion and the letter "G" for the WPMH portion. Separate estimates should be submitted for the preparation of the project agreements.

Very truly yours,

W. H. LYNCH
District Engineer

132-7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

RECEIVED
APR 1 1936
STATE HIGHWAY COMMISSION

April 2, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents covering Oregon U. S. Works Program Project No. WPGM 132-F and WPMH 132-E, the Oregon City Undercrossing Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Copies of the usual city resolution covering encroachments should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. F. Andrews
Sr. Hwy. Engineer

Resolution referred to filed in County and City Relations Engineer's files.
EO-
8-4-48

1327rg

Const
Projects
Grade Crossings

April 1, 1936

Mr. E. H. Coop
Route 1
Oregon City, Oregon

Dear Sir:

We have your letter of the thirtieth ultimo relative to the wrecking of the dock on the Busch property.

This work will be advertised as a part of the main contract for the Oregon City undercrossing project. If you are interested further, you should get in touch with the low bidder after the contract has been awarded.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW

RECEIVED
MAR 31 1936
LEGAL DEPT

Oregon City
Mar. 30 - 1936

Mr C. W. Parker
State Hiway Com

Dear Sir.

I under stand you Have the letting of wrecking the bush-Dack & a house in Oregon City. I will wreck them for the material that in them. Providing I can use my own Boys and my self and two others that wants some of the lumber.

H H Coop
R1. Oregon City
Ore

---

the 26th ultimo
building on the
Streets in Oregon
is being handled
Oregon City under-
to be received on

er in the matter
ct with the low
arded.

uly,

DeSOUZA
ant Attorney

April 1, 1936

Mr. J. T. Gleason
1402 Center Street
Oregon City, Oregon

Dear Sir:

In reply to your letter of the 26th ultimo relative to the wrecking of the dock building on the Busch property between 11th and 12th Streets in Oregon City, we beg to advise that this work is being handled as a part of the main project for the Oregon City undercrossing section, upon which bids are to be received on April 15, 1936.

If you are interested further in the matter it might be advisable to get in contact with the low bidder to whom the contract may be awarded.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW

RECEIVED
MAR 28 1936
LEGAL DEP'T

Oregon City Oregon
March 26 - 1936

Mr. C. W. Packer
Dear Sir

I understand the State Highway Com. wants the Busch Dock between 11th + 12th. streets Oregon City Or. torn down and am writing you in regards to any propisitions in regards to it, also is there any time limit, and do you pay for taking it down and if so how much.

Hoping to hear from you soon.

I Remain
Yours Respct.

J. T. Gleason
1402 Center st.
Oregon City Oregon

REFERRED
TO V. H. Probert
FOR Notification of Bids
J. W. DE SOUZA

Const
Projects
Grade Separation

April 1, 1935

Mr. E. L. Taylor
Building Contractor
210 - 8th Street
Oregon City, Oregon

Dear Sir:

With further reference to your recent letter, this will advise that the wrecking of the dock buildings which are to be removed in connection with the Oregon City grade separation project, will be done as a part of the main construction project, and cannot be bid on separately.

It is possible that you may later be able to make an arrangement with the successful bidder for the performance of this detail of the work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

March 26, 1936

Mr. E. L. Taylor
210 Eighth Street
Oregon City, Oregon

Dear Sir:

We have your recent letter relative to the wrecking of buildings in connection with the Oregon City project.

We propose to call for bids for wrecking the Taylor Garage building as a part of the main project for the undercrossing structure and its south approach.

At the present time it is the expectation that separate bids will be called for covering the wrecking of the dock platform and ramp approach on the Busch property, and if this is done you will receive a notice of the time and place of the receiving of such bids.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AN

210 EIGHTH STREET
PHONE 1122-W

PLANS FURNISHED
ESTIMATES GIVEN

EVERYTHING IN BUILDING
REPAIR WORK

E. L. TAYLOR
Building Contractor
OREGON CITY, OREGON

Repairing, Alterations, Plastering, Houses Built to Order, Carpenter, Painter, Paper Hanger, Cement and Cabinet Work, Built-ins, Store Fixtures, Screens and Screen Doors. Your old floors made to look like new.

RECEIVED
MAR 26 1936
LEGAL DEP'T

State Highway Commission
Mr Parker.

I would like very much to be allowed to bid for wrecking any Buildings you have wrecked here in Oregon City please send me full information and oblige E. L. Taylor 210 - 8 St Oregon City

I have just finished wrecking the Barkley School Building here. Thanking you in advance
I am Thankfully yours E. L. Taylor

NOTED
J.W.D.

Current
Projects
Grade Separation

April 1, 1936

Mr. Roy C. Young
1102 Main Street
Oregon City, Oregon

Dear Sir:

With further reference to your recent letter, this will advise that the wrecking of the dock buildings which are to be removed in connection with the Oregon City grade separation project, will be done as a part of the main construction project, and cannot be bid on separately.

It is possible that you may later be able to make an arrangement with the successful bidder for the performance of this detail of the work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RB

cc Chas. Surfus
15th & Monroe Streets
Oregon City, Oregon

C.C. C.E.

March 26, 1936

Mr. Ray O. Young
1102 Main Street
Oregon City, Oregon

Dear Sir:

We have your recent letter relative to the wrecking of buildings in connection with the Oregon City project.

We propose to call for bids for wrecking the Taylor Garage building as a part of the main project for the undercrossing structure and its south approach.

At the present time it is the expectation that separate bids will be called for covering the wrecking of the dock platform and ramp approach on the Busch property, and if this is done you will receive a notice of the time and place of the receiving of such bids.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. Chas. Surfus
15th and Monroe Streets
Oregon City, Oregon

Oregon City, Oregon.
March 24,1936.

RECEIVED
MAR 30 1936
LEGAL DEP'T

Mr. C.W.Parker
State Highway Comm/
Salem, Oreg.

Dear Sir:-

I am writing you in regards to the wrecking of Busche's old dock which you wanted some one to wreck.

Please let us know the bases on which you want said dock wrecked and also all particoulers on the wrecking and the time that is given to have said building removed from property.

There are two of us that are figuring together on said dock, we also would like you to give us some information on the ather buildings which are also to be wrecked, and disposed of.

We the partys that are asking you are, Mr. Chas. Surfus and Mr. Ray Young and we would be verey much abliged in receiving the particulars of said work from you.

We will give you a ($1.00) One Dollar apeice for each or any one of the Buildings or dock and wreck them and haul material away for the wrecking of them.

Thanking you I remain,

Very truly your's ,

Mr. Ray O. Young
Res. ~~Add.~~ 316 14th. St.
Oregon City, Oreg.

Office Address,
1102 Main St.
Oregon City, Ore.

Mr. Chas. Surfus
Res. Add. 15th. and Monroe St.
Oregon City, Oreg.

Busch Prop

NOTE
J.W.D

MADE FROM THE ROOT OF GINSENG AND GOLDEN SEAL

FORM 0-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

132 g

Const
Projects
Primary

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers
[illegible]
Office

Dear Sir:

The State Highway Commission at its last meeting authorized the purchase of property in Oregon City as a spoils site to be used in disposing of materials accumulated in the proposed widening of the Pacific Highway just south of the Southern Pacific crossing in Oregon City.

May I refer you to Construction Engineer H. G. Smith for further details?

Very truly yours,

Secretary

HBG:dp
cc Mr. R. H. Baldock
Mr. H. G. Smith

FORM 2-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

132-7

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

NOTED

February 17th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
Office

Dear Sir:

Attached please find copy of the permit for the rock filled embankment along the Willamette River at Oregon City between Tenth and Thirteenth Streets. I wish the Resident Engineer would make it a point to notify the District Engineer of the War Department, as specified under Paragraph "h", at the time of the commencement and finish of the work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Frank T. Young

CONTRACT # [redacted] 1855

105-1003 Mist-Pittsburg Section
Nehalem Secondary 1936

1855

900 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

185-1003

October 13, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith a request from Sexton & Looney and J. H. Risley for an extension of time on their Mist-Pittsburg contract No. 1855, from August 15 to August 26. Attached also is the consent of surety for this extension.

This State contract was let with the proviso that the contractor might use the County-owned quarry and equipment on the Mist-Clatskanie Secondary Highway as the source of materials to be used for this resurfacing and rock production job. The State secured permission from Columbia County for the use of this quarry at no cost to the contractor. However, at the time this contract was let, the County was operating the quarry and continued to operate it for several weeks in order to complete their county needs, thus preventing the contractor from getting started on his contract work.

In addition to this the State, by Price Agreement, requested the contractor to do some additional surfacing work on the Mist-Clatskanie Secondary Highway, which work was done prior to the completion of all work required on the Mist-Pittsburg Section. It is, I think, therefore, no fault of the contractor that the work on the above contract was not completed within the time limit specified. I therefore recommend the extension without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
   H. G. Smith

#1855

105-1003

October 7, 1938

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1855 for the construction of the Mist-Pittsburg Section of the Nehalem Secondary Highway in Columbia County has been completed by the contractors, Saxton & Looney and J. S. Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 16, 1938.

The State has been advised of a claim by Mathews Bros. Lumber Company in amount of $114.28 for material furnished. You are advised that the State assumes no responsibility for this claim or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $27,516.42, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

105-1003

#1865

x

September 23, 1935

Mr. F. D. Bason,
Division Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the Saxton & Looney and J. S. Risley Contract No. 1855, Mist-Pittsburg Section in Columbia County.

The time limit on this contract expired on August 15th and accoring to our records the work was not completed until August 26th. Please request the contractors to make application for an extension of time and forward us your recommendations. The application must be accompanied by the written consent of the surety on the bond furnished in connection with the contract.

Very truly yours,

By
Secretary.

Dict. by J. McFarland.

#1855
X

105 1003

September 29, 1936

United States Fidelity & Guaranty Co.,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton & Looney and J. S. Risley on Contract No. 1855 for the construction of the Mist-Pittsburg Section of the Nehalem Secondary Highway in Columbia County. This payment will be made on or after October 9, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

100 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

×

105-1003

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

September 19, 1936

IN REPLY PLEASE REFER TO FILE NO.

105-3/100

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. E. G. Smith.

NOTED

NOTED
State Highway Engineer

Dear Sir:

In addition to the data submitted this date, we are handing to J. W. McCallister the profile of the Mist-Pittsburg Section of the Nehalem Secondary Highway in connection with the final estimate, Contract No. 1855.

Yours very truly,

F. D. EASON,
Division Engineer.

AM
cc R. H. Baldock
A. H. Probert
J. W. McCallister

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

105-1003

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

September 19, 1936

IN REPLY PLEASE REFER TO FILE NO.
105-1003

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

NOTED
State Highway Engineer

Dear Sir:

We are transmitting to J. W. McCallister today the following records in connection with the final estimate on the Mist-Pittsburg Section of the Nehalem Secondary Highway in Columbia County, Contract No. 1855:

14 Material Receipt Books
1 Set Field Cross Section Notes covering
Culverts, Stock Pile Sites 1, 2 & 3

Three copies of the quantity summary sheet and four copies of the estimate are being forwarded to the office of S. H. Probert.

Yours very truly,

F. D. EASON,
Division Engineer.

AM
cc R. H. Baldock
S. H. Probert
J. W. McCallister

Form 338—5M—11-35

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
AUG 31 1936

For Week Ending August 29, 1936

Section Mist Pittsburg

Kind of work Resurfacing

Highway Nehalem Secondary

Section prefix 105-1003

Contractor Saxton & Looney & J S Rider

Contract number 1555

Date of contract April 17, 1936

Date of completion July 15, 1936

Date work started June 15, 1936

Estimated date of completion ......, 193...

Amount of contract . . . . . . $ 27194.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering . . . $......

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $ 1150.00, 6.7 %

Date project was completed Aug. 26, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Aug 26th finished minor repairs on Mist-Clatskanie Hwy
Prefix 105-1004 Ac. 111

NOTED
H. G. SMITH

AUG 31 1936

Signed E D Haynes

Address Rainier, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities		5000	5700		
Estimated quantities moved or placed to date		5000	5700		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		2			
Average force on project for week		4			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Columbia COUNTY	Clatsop COUNTY	Yamhill COUNTY	Clack. COUNTY	OTHER SOURCES		
Men	4	1				1	
Men and teams							
Men and trucks under 3 tons		1	1	1			
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants 1

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Cloudy		

105-1003

#1855

August 28, 1936

MATHEWS BROS. LUMBER COMPANY

Mist, Oregon

Attention Robert U. Mathews

Gentlemen:

This acknowledges receipt of your letter of August 24 notifying us of your claim against Saxton & Looney and J. S. Risley for lumber furnished them in connection with their contract No. 1855 for the construction of the Mist-Pittsburg Section of the Nehalem Secondary Highway, in Columbia County.

In connection with this contract, Saxton & Looney and J. S. Risley were required to furnish the state with surety bond for the protection of claims and to insure the satisfactory completion of the project. We offer this bond for the protection of your claim. It was written by the U. S. Fidelity and Guaranty Company, for whom G. B. Eckles is local agent, with offices in the Bedell Building, Portland, Oregon.

We are today notifying the contractor and bonding company of this claim, and suggest you do likewise. If, however, you do not secure satisfaction by so doing, then file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeograph copy of which is enclosed.

Very truly yours,

Secretary

[illegible]

Encl.

August 28, 1936

U. S. FIDELITY & GUARANTY COMPANY
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Mathews Bros. Lumber Company, Mist, Oregon, notifying us of their claim against Saxton & Looney and J. S. Risley for lumber furnished them in connection with their contract No. 1855, calling for the construction of the Mist-Pittsburg Section of the Nehalem Secondary Highway, in Columbia County, in theamount of $114.28.

This notice is being sent you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours,

Secretary

MEL

Encl.

cc - Saxton & Looney and J. S. Risley
324 Henry Building, Portland

MATHEWS BROS. LUMBER CO.

MANUFACTURERS OF FIR AND CEDAR LUMBER

MIST - OREGON

RECEIVED
AUG 27 1936
OREGON
STATE HIGHWAY [illegible]

Aug. 24 1936

Oregon State Highway Commission

Salem, Oregon.

Dear Sirs:-

The contractors Saxton, Looney & Risley who have the road job here at Mist owe us $ 114.28 for lumber used on there work here. The bill is past due two months and in case it is not paid we would like to know if there is any way we could collect it.

The contractor who had the job at Pittsburg last year, left, owing us for some bulldozer work and we would not like to have this happen a secomd time.

Yours very truly,

Mathews Bros. Lumber Co.,

By: Robert U. Mathews.

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

105-1003

July 13, 1936

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Referring to the application of Saxton & Looney and Risley for an extension of time on the Mist-Pittsburg job, Contract No. 1855:

This contract was awarded April 17 and provided for the use of Columbia County's rock quarry on the Mist-Clatskanie Secondary Highway. Columbia County, however, was operating this quarry up until the first of June so that our contractor was unable to start his surfacing operations until June 1. I therefore recommend that the time limit be extended 30 days, making the completion date August 15.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

105-1003

July 10, 1936

Mr. F. D. Eason,
Division Engineer,
Salem, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Saxton & Looney and J. S. Risley, requesting an extension of time of 30 days on their contract No. 1855 - Mist-Pittsburg Section in Columbia County.

The original date of completion of this contract is July 15, 1936 and this extension will make the completion date August 15th. Please advise of your recommendation.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

105-1003

Original filed in Maint. Traffic-Hazard

June 27, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Saxton & Looney, contractors, who have the rock production contract for the Pittsburg-Mist Section of the Nehalem Highway, are producing their rock from the Clatskanie quarry. This is a county quarry, and the operation of same is in accord with the provisions in our contract, arrangements having been made for the use of the quarry and the county equipment without cost to the State or the contractor.

The hauling of this production is being done over the Mist-Clatskanie Highway to Mist and south along the section to be resurfaced. There is considerable log hauling on the Mist-Clatskanie Highway from Mist toward Clatskanie. The logs are long and the log haulers are encroaching on the wrong side of the highway for their own convenience in negotiating the sharp curves and are trying to force passing traffic on the wrong side of the highway. This has been causing considerable trouble to the Saxton and Looney rock trucks. They have been notified by their insurance agents that insurance would be canceled unless they conformed to all road rules in this respect.

It is requested that the State Police investigate this situation and definitely keep the log haulers on their own side of the road as required under their permits.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

FORM 401 P. 2-35 5M

#1855

105-1003

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

JUN 6 1936

June 5, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: SAXTON & LOONEY & J.S. RISLEY
Portland, Oregon

It is our understanding that Saxton-Looney & Risley have been awarded a contract in the vicinity of Clatskanie, Oregon.

We anticipate furnishing this concern with petroleum products and will therefore greatly appreciate your completing the attached contractors' questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B

105-1003

June 2, 1936

Vernonia Chamber of Commerce

Vernonia, Oregon

Attention: Lester Sheeley, Chairman
of Road & Highways Committee

Gentlemen:

In response to your inquiry of May 29, you are advised that the contracting firm of Babler Bros., 2407 N. W. 28th Avenue, Portland, have the contract for the oil mat surface treatment of the Mist-Pittsburg Section of the Nehalem Secondary and Mist-Clatskanie Secondary Highways.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

"FROM FOREST TO FARM
THE VALLEY OF THE NEHALEM"

VERNONIA CHAMBER OF COMMERCE

VERNONIA, OREGON

May, 29th, 1936.

RECEIVED
JUN 1 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Could you let me know who has the contract for the oiling of the Nehalem Highway between Bittsburg and Mist, also his address?

Thanking you for this information,

I am

Yours very truly,

VERNONIA CHAMBER OF COMMERCE

By Lester Sherly
Chairman of Road & Highways
Committee.

105-1003

May 28, 1936

Saxton & Looney and J. S. Risley
324 Henry Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you today a fully executed copy of contract No. 1855 awarded to you on April 17, 1936, for 11.16 miles crushed rock resurfacing and 5,700 cu. yds. crushed rock in stock piles, on the Mist-Pittsburg Section of the Nehalem Secondary Highway in Columbia County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DP

105-1003

April 20, 1936

Sexton & Looney and J. S. Risley
324 Henry Building
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you on Friday, April 17, 1936, the contract covering 11.16 miles of crushed rock resurfacing; also furnishing of crushed rock in stock piles in the Mist-Pittsburg Section of the Nehalem Secondary Highway in Columbia County, based on your bid of $27,194.00.

You may consider this letter as your authority and our request to begin operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
CC S. H. Probert
W. E. Chandler

1003

Form 8-B-1 1M 8-35
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
CARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of WM. E. CHANDLER, Division Engineer
SALEM

In Reply Please
Refer to File No.

Const. Projects Advance Data

February 4, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We sent you on November 16, 1935, certain recommendations for special provisions on the Pittsburg-Mist Section of the Nehalem Highway in Columbia County. I wish to make the following changes in these special provisions:

I would like to add the following log for this job:

Log of Job

MP 45.35 Mist
45.5 Stock Pile Site
49.4 40 feet 18-inch Culvert
50.53 36 feet 18-inch Culvert
50.65 36 feet 18-inch Culvert
50.75 36 feet 18-inch Culvert
52.6 Parallel to Logging Railroad - possible unloading place for material
53.1 Stock Pile Site
53.4 Grade Crossing Clark-Wilson Railroad
54.15 36 feet 18-inch Culvert
56.48 Pittsburg

Carry oiling 0.1 mile west of Mist to MP 45.2.

Oil 0.4 miles north from Mist on Mist-Clatskanie Section for a reoil of last season's surface treatment. Use O-9 specification.

Oak Ranch Creek, MP 52.3 - about three miles to quarry site (located by Moffit.)

Columbia County quarry 5.2 miles from Mist on Mist-Clatskanie Section.

Yours very truly,

Wm. E. Chandler,
Division Engineer.

WEC:AM
cc R. H. Baldock

The following additions:

Source of Rock:

A source of acceptable material is found on the Clark-Wilson logging road on Oak Ranch Creek, approximately 3.5 miles from the highway, at approximately Milepost 53.4. In order to use this material, it will be necessary to haul it on the Clark-Wilson logging road to the highway. There is no hauling road connection to the quarry at present. Contractor will make own arrangements with owner

Maintenance Material:

The following maintenance material will be stock piled at the milepost shown:

45.5	300 cu. yds.	1½" - 3/4"
	500 " "	3/4" - 1/2"
	200 " "	1/2" - 0
53.1	300 " "	1½" - 3/4"
	500 " "	3/4" - 1/2"
	200 " "	1/2" - 0

Minor changes in mileages of stock pile sites will be added to or deducted from the contractor's haul, depending on the location of the source of material at an arbitrary price of 10 cents per yard mile.

Description of work:

The south end of the project is the north end of the concrete bridge at Pittsburg Junction. The west end of the project is 0.1 of a mile west of the road intersection at Mist, and the north end of the project is 0.4 mile north of Mist. Mist is Milepost 45.35 and Pittsburg is Milepost 56.48. Total length of project is 11.63 miles.

Sprinkling:

Use standard specifications. 500 M gallons.

Culverts:

184 lineal feet of 18-inch culvert pipe shown in road log.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock

CONTRACT # [redacted] 1855

105-1004 Mist-Pittsburg Section
Nehalem Secondary 1936

1856

#1856

105-1004

RECEIVED
OCT 29 1936
FOR FILING

October 29, 1936

United States Fidelity & Guaranty Company,
G. B. Eakles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1856 for the construction of the Mist-Pittsburg Section of the Nehalem and Mist-Clatskanie Secondary Highways in Columbia County has been completed by the contractors, Babler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after November 7, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $25,102.81, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

105-1004

#1856

September 30, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon/

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Brothers on Contract No. 1856 for the construction of the Mist-Pittsburg Section of the Nehalem Secondary and Mist-Clatskanie Secondary Highway in Columbia County. This payment will be made on or after October 10, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

900 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

105-1004

September 26, 1936

IN REPLY PLEASE REFER TO FILE NO.

105-1004

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting to J. W. McCallister today the following records in connection with the semi-final estimate on the Mist-Pittsburg oiling project of the Nehalem Secondary Highway in Columbia County, Contract No. 1856:

8 Material Receipt Books, #1 to #8
1 Oiling Profile
1 Copy of Bill from Shell Oil Company
1 Copy of Bill from Portland Gas & Coke

Three copies of the quantity summary sheet and four copies of the semi-final estimate are being forwarded to the office of S. H. Probert.

Yours very truly,

F. D. EASON,
Division Engineer.

AM
cc R. H. Baldock
S. H. Probert
J. W. McCallister

Form 336—5M—11-35

O[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 5, 1936

Section [illegible]

Kind of work Oiling

Highway [illegible]

Section prefix 125-1024

Contractor Babler [illegible]

Contract number 1856

Date of contract April 17, 1936

Date of completion ....., 193...

Date work started [illegible], 1936

Estimated date of completion ....., 193...

Amount of contract $.....

Per cent of time elapsed .....%

Estimated cost of completed project, exclusive of engineering $.....

Per cent of contract completed, based on total contract price .....%

Engineering cost to date, $....., ...%

Date project was completed ....., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished Oiling on Monday August 31st - Kept crew for maintenance until Saturday Sept. 5th

Job completed

NOTED
H. [illegible] SMITH

RECEIVED
SEP [illegible] 1936
DIVIS[illegible]
[illegible]ER

SEP 8 1936

Signed C. L. Haynes

Address Rainier, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				11.71	
Miles partially completed				Li	
Miles completed				11.71	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

#1856

x

FORM 401 P. 5-36 5M

105-1004

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8521

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
AUG 26 1936
OREGON
STATE HIGHWAY COMMISSION

August 25, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: BABLER BROTHERS
Oregon City, Oregon

It is our understanding that Babler Brothers have been awarded an oiling job on the Mist-Pittsburg section of the Oregon State Highway. We anticipate furnishing the petroleum products on this operation and will therefore greatly appreciate your completing the attached contractor's questionnaire and return to this office in the enclosed envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B
Encl

FORM 5-A-1 10M 4-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

105-100

July 15th, 1936

Mr. F. H. Eason
Division Engineer
O f f i c e

Dear Sir:

I note on the laboratory reports for the Mist-Pittsburg Section and the Multnomah County Pavement Planing and Resurfacing Project, under contract to Saxton, Looney & Bisley and Warren Northwest, Inc. respectively, that the 3/4" to 1/2" material contains an excess passing of 1/2" screen, and that a number of reports continually show this excess.

All resident engineers should be supplied with testing screens. Please advise them to refuse to accept material which does not pass their inspection. Samples submitted to the laboratory are merely for further check and record on the resident engineers' daily inspections, and they should not defer action unnecessarily. We permit a tolerance of 10% above or below the size specified, and the resident engineer should satisfy himself that this requirement is being lived up to before accepting any material.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
JUL 20 1936

105-1004

May 13, 1936

Babler Brothers
2407 N. W. 28th Ave.
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of contract #1856, awarded to you on April 17, 1936, for 11.61 miles oil mat surface treatment on the Mist-Pittsburg Section of the Nehalem Secondary and Mist-Clatskanie Secondary Highways in Columbia County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

105-1004

April 20, 1936

Boller Brothers
2401 N. W. 28th Avenue
Portland, Oregon

Dear Sirs:

The State Highway Commission awarded to you on Friday, April 17, 1936, the contract covering the construction of 21.61 miles of oil mat surface treatment in the Mist-Pittsburg Section of the Nehalem Secondary Highway and the Mist-Clatskanie Secondary Highway in Columbia County, based on your bid of $24,052.00 using tar.

You may consider this letter as your authority and our request to begin operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
cc S. H. Probert
W. E. Chandler

CONTRACT #1857

WPGM 123-I Franklin Ave. Bend O'Xing 1936

1857

AIR, STEAM, WATER HOSE
CONVEYOR BELTING
INDUSTRIAL BELTING OF ALL KINDS
AIR, HYDRAULIC AND STEAM PACKING
FIRE EXTINGUISHERS, NOZZLES AND SPRAYS
BATTERIES, TIRES AND TUBES
PIPE, VALVES AND FITTINGS
WIRE ROPE, ALL KINDS

P. L. CROOKS & CO., INC.
EQUIPMENT AND SUPPLIES
DISTRIBUTORS
COLUMBIA
EXPLOSIVES
HENRY BUILDING
PORTLAND, OREGON

COMPRESSORS
DRILLS AND BITS
DUMP TRUCKS
SHOVELS
TRACTORS
MIXERS
HOISTS

TELEPHONES:
ATWATER 7767
BRDWAY 5327

NOV 23 1939

NOV 22 1939
STATE HIGHWAY COMMISSION

123-D

November 20th 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

We wish to acknowledge receipt of your letter of the 14th instant in reply to ours of the 13th relative to a meeting regarding settlement of our claims on the Franklin Avenue Undercrossing job.

The date you have set, December 11th at 10 A. M. is satisfactory to us and the writer will be there at that time.

Thanking you and with kindest personal regards, we remain,

Yours very truly

P. L. CROOKS & CO., INC.,

By P. L. Crooks

PLC/le

RECEIVED

WPGM-123-I

November 14, 1939

Mr. P. L. Crooks
P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Dear Sir:

Your letter received this morning. Mr. Paxson, who has charge of the work, is leaving at four o'clock today for Washington. He will be back on December 6. It is necessary that Mr. Paxson be here to discuss your claim. Will therefore set your meeting for the morning of December 11 at ten o'clock, if that is satisfactory to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. O. S. Paxson

AIR, STEAM, WATER HOSE
CONVEYOR BELTING
INDUSTRIAL BELTING
OF ALL KINDS
AIR, HYDRAULIC AND
STEAM PACKING
FIRE EXTINGUISHERS,
NOZZLES AND SPRAYS
BATTERIES, TIRES AND
TUBES
PIPE, VALVES AND FITTINGS
WIRE ROPE, ALL KINDS

P. L. CROOKS & CO., INC.

EQUIPMENT AND SUPPLIES

DISTRIBUTORS
COLUMBIA
EXPLOSIVES

HENRY BUILDING
PORTLAND, OREGON

COMPRESSORS
DRILLS AND BITS
DUMP TRUCKS
SHOVELS
TRACTORS
MIXERS
HOISTS

TELEPHONES:
ATWATER 7767
BRDWAY [illegible]

RECEIVED
NOV 14 1939
STATE HIGHWAY COMMISSION

November 13th 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Relative to the Franklin Avenue Undercrossing in Bend, Oregon, which we physically completed in December 1936.

We would like very much to get this job settled this year. It was our understanding that you were to call a meeting regarding our claims and if it is convenient for you, we would like to have this meeting sometime this month. The writer will be away the balance of this week but any time after that will be agreeable to us.

Thanking you, we remain,

Yours very truly

P. L. CROOKS & CO., INC.,

By P. L. Crooks

PLC/lc

REFERRED TO
Asst. State Highway Engineer

RECEIVED
JUN 29 1938
FOR FILING

123-2

#1857

June 28, 1938

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1857, for the construction of an undercrossing under the Oregon Trunk Railway tracks in Bend, on The Dalles-California Highway in Deschutes County, has been completed by the contractors, P. L. Crooks & Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 8, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $78,934.15, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

123-2

June 27, 1938

F. L. Crooks & Co., Inc.
616 Henry Building
Portland, Oregon

NOTED
State Highway Engineer

Gentlemen:

I am again submitting to you the final estimate for the Franklin Avenue Undercrossing project in Bend, Contract No. 1857. On September 28, 1937, you wrote us advising that you still considered your claims on this project well-founded, and expressing your wish to negotiate further on the matter. Mr. Baldock replied under date of October 13th advising that if you had any further information or argument bearing on the matter that he would be glad to confer with you. We have had no further word from you on this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
Enclosure
CC J. H. Devers
R. H. Baldock

RECEIVED
MAY 27 1938
FOR FILING

123-I

May 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, four copies of Form Exp. 32, covering labor and materials costs on the Franklin Avenue Undercrossing, Project No. WPGM 123-I, for work under Contract No. 1857.

With reference to the inquiry contained in your letter of May 16 concerning an agreement between the railroad company and the Highway Commission, please be advised that this work was performed in accord with the order issued by the Public Utilities Commissioner, copies of which were sent to you previously. No separate agreement between the railroad company and the Highway Commission was made.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 17 1938
OREGON
STATE HIGHWAY COMMISSION

May 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher for Oregon project WPGM 123-I, Franklin Avenue Undercrossing in Bend, it is noted that we have not received the usual copies of your agreement with the railroad company, and copies of the form Emp. 32 for Contract No. 1857.

Will you please forward these at your earliest convenience.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
OCT 14 1937
~~FOR FILING~~
123-2

October 13, 1937

P. L. Crooks & Company
616 Henry Building
Portland, Oregon

Gentlemen:

Your letter of September 28th to Mr. Paxson with reference to your claims on the Franklin Avenue Undercrossing project in Bend has been brought to my attention. The matter has been investigated by the attorney for the commission and it is our opinion that the claim for additional rubble masonry and for reclassification of the excavation are outside the terms of the contract and that compensation as requested by you can not legally be made.

We have several times requested additional information on the claims advanced by your subcontractors Holt & O'Donnell on the electrical work but so far have received no further explanation of this claim. We will be glad to go into it at any time such information is furnished.

As stated above we feel that on the basis of the information given us your claims for rubble masonry and excavation can not be allowed; however, if you have further information or argument bearing on this matter we would be glad to confer with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc
J. M. Devers
C. S. Paxson

FORM 5-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RKP.

RECEIVED
OCT 1 8 1937
FOR FILING

123-2

October 1, 1937

Mr. J. M. Devers
Attorney
Office

NOTED
State Highway Engineer

Dear Sir:

We have been unable to reach a final settlement with P. L. Crooks & Co. on the Franklin Avenue Undercrossing project in Bend on which work was completed December 12, 1936. Under date of February 13, 1937, they advised us of claims as per the attached letter. A conference was held on May 17 the results of which are summarized in my letter to them dated August 24, 1937. Under date of September 28, 1937, they write threatening suit as per the attached.

You will note that their claim is composed of three items:

1. Rubble Masonry. The project called for the excavation into solid rock of a trench the width of the highway plus the retaining walls. These retaining walls consisted of a rubble masonry facing with a minimum thickness of 1'6" attached to the face of the rock with dowels the exterior face of the masonry to be perpendicular and at the outside line of the roadway. It was realized that the amount of masonry required would depend to a large extent upon the care used by the contractor in excavating the rock. One contractor might be careful and have a small overbreak while another might be careless and get a large amount of overbreak. The specifications were therefor written to exclude payment for overbreak and further since overbreak must be replaced by masonry it was provided that the contractor must replace all overbreak at his own expense. This specification reads as follows:

"Avoidance of Overbreak:

"The contractor is cautioned that extraordinary care must be exercised in the blasting, loosening and excavating work, to avoid overbreak and the loosening of materials outside of the neat lines to which it is desired to have the excavations finished. No payment will be made for overbreak or excavation outside of the desired neat lines, and whenever required foundation support is shot away or loosened, the same shall be replaced, at the contractor's expense, with concrete or rubble masonry of such quality as the Engineer may consider necessary under the circumstances.

"Extraordinary care shall be exercised, also, in the finishing of all exposed slopes and all inaccurately finished slopes shall be refinished at the contractor's expense.

The contractor's claim is for the masonry specifically excluded from payment by the above. There is no serious dispute as to quantities involved. The contractor contends that the specification is unfair and uninforcible. We admit that the excavating was carefully done and that the overbreak was reasonable but we contend that the contractor was fully warned and should have anticipated the overbreak and that presumably his bid on excavation and masonry was based on such anticipation.

2. Excavation. There is no dispute as to quantities involved but only as to classification. The contractor is in error as to the percentage basis of classification. The quantities of rock and common were computed from actual measurements taken during the progress of the work. The material is now enclosed by the retaining walls and by the side street pavement so that no re-examination can be made.

3. Electrical. This claim is a question of fact. We have never been able to get any information from either the contractor or the subcontractor supporting the claim. I believe that this item can be adjusted without any difficulty.

I would like to have your opinion as to the legality of the specification on overbreak so that Mr. Baldock can consider the entire claim upon his return.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 24, 1937

P. L. Crooks & Company
816 Henry Building
Portland, Oregon

Gentlemen:

On May 17th a conference was held in this office concerning claims which you had advanced on the Franklin Avenue Undercrossing project in Bend. These claims consisted of three items:

1. Claim for additional rubble masonry. It was pointed out to you at this conference that the specifications were very definite that payment was not to be made for rubble masonry replacing overbreak in the excavation.

2. A claim for a reclassification of the excavation in the discussion on this item it was pointed out that this classification was based on actual elevations taken upon the solid rock line as uncovered during the progress of the job and that it was our belief that the classification was just and equitable.

3. A claim for additional compensation by Holt& O'Donnell, electrical subcontractors on the project. This claim was presented in such a manner that it could not be intelligently considered. One item of the claim was for a time clock which was covered by Price Agreement No. 3 on the project and was included in the estimate. Another item was for the elimination of radio interference from the flashing lights. Our specifications provide that the installation comply with the regulations of the City of Bend and it was at their demand that the installation was revised to eliminate this interference. As a matter of fact the work done by Holt & O'Donnell did not eliminate the interference and our resident engineer finally made the revisions without any charge to Holt & O'Donnell. Another item was for extra work on sodium vapor lights. There are no sodium vapor lights on this project and we are unable to determine what this item referred to. The fourth and last item was for extra work running service as directed. This is covered in the general wiring notes on Drawing 5841 of this contract which says "service as required shall be installed as directed by the engineer and is a part of the general electrical contract".

At the conclusion of this conference it was understood that you were to have a representative of Holt & O'Donnell confer with us to explain these last claims and that you were also to give further consideration to the rubble masonry and excavation claims and to communicate with us. Since that date we have had no word from you. I would like very much to complete the final settlement of this project and would ask that you give it your early attention and advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP EK

C
O
P
Y

C
O
P
Y

P. L. CROOKS & CO., INC.

Henry Building

Portland, Oregon

Sept. 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. G. S. Paxson

Dear Sir:

Receipt is acknowledged of your letter of the 24th ulto., concerning settlement of the Franklin Avenue Undercrossing Project in Bend, Oregon.

We wrote Helt & O'Donnell, sub-contractors on the electrical work, on August 25th, and sent copy of our letter.

At the time we discussed our claims with you on May 17th, we felt that the claims we asked payment of, were very reasonable and should be paid. From your letter of August 24th, it appears you are rejecting our claims. Since receiving your letter we have consulted our attorneys and they have advised us to withdraw our claims and file a suit to set aside the contract and sue you for the total cost of the work plus fifteen per cent. Never having been in a law suit, we are reluctant to take course but unless we can come to a reasonable settlement, we will be obliged to do so.

If you feel there is any chance of us getting to-gether and settling this contract, we will be pleased to do so but on the other hand if you feel we are at cross purposes, please so advise us and we will proceed with what we hope will be a friendly suit covering a difference of opinion.

Thanking you for an early reply, we remain,

Yours very truly,

P. L. Crooks & Co., Inc.

By P. L. Crooks (Signed)

PLC
dk.

P. L. CROOKS & CO., INC.

Henry Building
Portland, Oregon

February 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

We wish to acknowledge receipt of your letter of the 10th instant which has reference to our letter of February 10th and reply from Mr. Baldock on February 9th concerning the settlement of our job on the Franklin Avenue Undercrossing at Bend, Oregon.

Rubble Masonry - According to our records we placed 864 cubic yards of rubble masonry in the walls and to date we have only been paid for 701.72 cubic yards. We are entitled to be paid for the additional 162.28 cubic yards at our contract price of $15.00 per cubic yard amounting to $2434.20.

Excavation - On excavation we have been paid for 7619.1 cubic yards of common excavation and 9297.7 cubic yards of solid rock at our contract price which amounts to $18350.15. This classification is figured on a basis of 45% common and 55% solid rock excavation. We feel that this work is under-classified and that we should be paid on the basis of 20% common or 3383.4 cubic yards and 80% solid rock or 13533.6 cubic yards at our contract prices which would be $21315.42 which would make an additional payment to us of $2965.27.

Electrical Work - We are attaching herewith the claims of Helt & O'Donnell, subcontractors on the electrical work, which amount to $306.44. The first item of the claim has been covered in Estimate 8 leaving a balance of $256.44 which they claim due them. The total of the above three claims is $5755.91.

We are also attaching herewith a cost statement of this job which shows the total as $104701.26. The only item on this statement which is not an actual cash out-of-pocket is the plant which we own ourselves and which was used during the duration of the job.

At your convenience we will be very glad to come down and discuss this matter with you. However we feel that upon investigation you will find these claims in order and should be paid.

Thanking you for your consideration, we remain,

Yours very truly,

P. L. CROOKS & CO., INC.,

By P. L. Crooks (Signed)

PLC/le
dc/

FORM 9-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 7 1937
FOR FILING

123-2

September 30, 1937

P. O. Crocks & Co., Inc.
Contractors
Henry Building
Portland, Oregon

NOTED
State Highway Engineer

Gentlemen:

Your letter of September 28th regarding your claims on the Franklin Avenue Undercrossing project in Bend has been received. Mr. Baldock is out of the state and will not return until the latter part of next week. Your letter will be referred to him immediately upon his return and you will be advised as to his feelings in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock

FORM 2-B-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
APR 18 1937
FOR FILING
123-2

April 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

P. L. Crooks advises that he will be out of the State and can not confer with us regarding his extra claims on Franklin Avenue on April 13th and requests a later date. 123-2

I have arranged to have Kern & Kibbe come in to discuss the matter of pavement removal on the Salem Undercrossing project on the 13th at the time previously reserved for Mr. Crooks. 19-a

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP DK

FORM [illegible] 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
APR 3 1937
FOR FILING

123-2

March 30, 1937

P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Gentlemen:

Under date of February 13 you asked for a conference upon extra work claims presented in connection with the Franklin Avenue Undercrossing in Bend. This matter was postponed at that time due to the Legislative Session. Mr. Baldock wishes to be present at this conference and will be free on some date of the week beginning April 12.

I will let you know later as to the date on which it will be most convenient for him to hold a conference.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Bridge Engineer

GSP LD

CC R. H. Baldock ✓

NOTED
G. B. McCullough

#1857

RECEIVED
MAR 2 1937
FOR FILING

123-9

March 1, 1937

F. L. Crooks & Co.
616 Henry Bldg.
Portland, Oregon

Gentlemen:

Inclosed is a copy of a letter received in today's mail from E. A. Smith, Bend, Oregon.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

incl.

REFERRED TO
Mr.
BY SECRETARY

contract # 1857

Smith's [illegible]
[illegible]
[illegible]

March 1, 1937

General Casualty Company of America
Brisbane and Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Inclosed is a copy of a letter received in today's mail from E. A. Smith, Bend, Oregon

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

incl.

Contract # 1857

Contract Wiring
Electric Supplies

Smith's Electric
E. A. Smith, Mgr.
Estimates Furnished on All Classes of Work
BEND, OREGON

Feb. 27, 1937

RECEIVED
MAR 1 1937
STATE H[illegible] COMMISSION

Mr. R. H. Baldock
Salem, Ore.

Dear Sir:

Just a few lines to let you know that on Feb. 17th. we received a check from Helt & O'Donnell for their account with us in full for the work done at the under-crossing in this city.

Yours very truly,

E. A. Smith
E A Smith

EAS:MGS

#1857

RECEIVED
MAR 1 1937
FOR FILING
123-9

February 26, 1937

GENERAL CASUALTY COMPANY OF AMERICA
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that the State Highway Commission has received from E. A. Smith, Manager of Smith's Electric, Bend, Oregon, wherein notice is given that Smith's Electric has a claim against Holt & O'Donnell, subcontractors under P. L. Crooks & Company, for the construction of the Franklin Avenue Undercrossing in Bend, State Highway Commission contract No. 1857.

This information is given you as surety on the bond furnished by P. L. Crooks & Company in connection with this job.

Very truly yours,

Secretary

HBG:MBL

Encl.

cc - P. L. Crooks & Company

February 26, 1937.

SMITH'S ELECTRIC
Bend, Oregon

Attention E. A. Smith, Manager

Dear Sir:

I have just received a copy of your letter of the 15th directed to Mr. T. Edwards, Baker, Oregon, in regard to your claim against Helt and O'Donnell, arising out of P. L. Crooks & Company's contract for the construction of the Franklin Avenue Undercrossing on The Dalles-California Highway in Bend.

In connection with all state highway contracts, the successful bidder is required to furnish the State with a surety bond for the protection of claims. Such a bond was furnished by P. L. Crooks & Company in connection with the above-mentioned undercrossing project. This bond is to guarantee the satisfactory completion of the project and to guarantee the payment of claims incurred against the project. In this particular instance the bond was written by the General Casualty Company of America, for whom Brisbine & Mansfield are local agents, with offices in the Lewis Building, Portland. The amount of the bond is $76,746.00. We offer this bond to you for the protection of your claim against Helt and O'Donnell, as it is assumed that they are subcontractors on this project.

According to Chapter 280, Laws of Oregon, 1931, a mimeographed copy of which is enclosed, the bond furnished by the contractor is not released from obligation until the expiration of a period of six months from the completion of the project, and is not then released if the claimant has filed notice of his claim with the Secretary of State. If you have not already done that, I would suggest that you do so at once.

This contract, which is State Highway Commission Contract No. 1857 and is described as Undercrossing under the Oregon Trunk Railway Tracks in Bend, on The Dalles-California Highway, was completed by the contractor, P. L. Crooks & Company, on December 12, and accepted by the State Highway Commission on December 17, 1936.

Contract #1857

February 24, 1937

Mr. H. B. Glaisyer:

Please note attached copy of letter from Mr. E. A. Smith concerning payment for work done under his subcontract with Helt & O'Donnell on the Franklin Avenue Undercrossing job in Bend, P. L. Crooks & Co., contractors.

G S Paxson

G. S. Paxson

GSP LD

Attached

SMITH'S ELECTRIC

E.A.Smith, Mgr.
Estimates Furnished on All Classes of Work

Bend, Oregon

Feb. 15, 1937

Mr. T. Edwards
Baker, Ore.

Dear Mr. Edwards:

From all indications it appears that I will have some trouble in getting my money out of Helt & O'Donnell for the viaduct job so I would appreciate it very much if you would see that the bond Co. are not released until I get my money out of them.

Yours very truly,

E. A. Smith (Signed)

E. A. Smith

EAS:MGS

C

O

P

Y

RECEIVED
AUG 21 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 123-9

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 22 1937
OREGON
STATE HIGHWAY COMMISSION

February 20, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPGM 123-I, the Franklin Avenue Undercrossing, Bend, covering period from April 2, 1936 to December 12, 1936, submitted in amount of $15,770.

The previous payments on this project are roadway, $43,844; bridges, $24,213, or a total of $68,057. Using this as the total previous payments, the net claim is $15,740, and the voucher is being recommended for payment in this reduced amount.

Very truly yours,

W. H. LYNCH
District Engineer

F E Andrews
F. E. ANDREWS
Senior Highway Engineer

15770.00
15740.00

30.00

J-89

RECEIVED
FEB 11 1937
FOR FILING
123-2

February 8, 1937

P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Attention Mr. P. L. Crooks

Gentlemen:

As soon as possible I will set a date for consideration of your claim on the Franklin Avenue undercrossing at Bend.

I trust that you will pardon my inability to set a date at this time on account of the many extra duties that have been imposed on me by reason of the legislative session. I have sent your letter to Mr. Paxson and asked him to remind me of it from time to time so I may set the date at the earliest possible moment.

Very truly yours,

State Highway Engineer

RHB:MI
cc Mr. G. S. Paxson

RECEIVED
FEB 9 1937
FOR FILING
123-2

February 8, 1937

Mr. E. A. Smith
c/o Smith's Electric
Bend, Oregon

Dear Sir:

Reply is made to your letter of the 4th instant inquiring whether or not final settlement has been made with P. L. Crooks Construction Company for the construction of an underpass in your city.

Our records reveal that final settlement has not yet been made with the contractor for this job although it is completed and has been accepted by the State Highway Commission. The final amount due the contractor has not been definitely determined so I am not in a position to state when final payment will be effected.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

#1857

Contract Wiring

Electric Supplies

Smith's Electric

E. A. Smith, Mgr.

Estimates Furnished on All Classes of Work

BEND, OREGON

Feb. 4, 1937

RECEIVED
FEB 6 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission

Salem, Ore.

Gentlemen:

Will you kindly let us know if you have made a final settlement with P. L. Crook's Construction Co. for the work at the underpass in this city? I have not had a settlement for the electrical work which I did for Helt & O'Donnell on this job and they have not made a reply to my letter of inquiry about the same.

I would appreciate any information that you might give me in reguards to the settlement of the job.

Yours very truly,

E. A. Smith
E A Smith

EAS:MGS

Earned - $78,901.57
Retained - $ 2,367.05
Paid - $76,534.52
Completed Dec. 12, 1936
accepted - Dec 17, 1936

Date of Final payment not known at this time.

ANSWERED
H. B. G.

#1857

RECEIVED
JAN 26 1937
FOR FILING

123-2
#1857

January 25, 1937

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to F. L. Crooks & Company on Contract No. 1857 for the construction of an undercrossing under the Oregon Trunk Railway Tracks in Bend on The Dalles-California Highway. This payment will be made on or after February 2, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JAN 21 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 123-I

STATE HIGH[illegible]

POST OFFICE BUILDING
PORTLAND, OREGON

January 16, 1937.

Mr. R. H. Baldock,
State Highway Department,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGM Project 123-I, Franklin Avenue Undercrossing of O. T. Ry., The Dalles-California Highway, Deschutes County, was made by a representative of this office on December 11, 1936. Prompt submission of the final voucher will be appreciated.

Three copies of the agreement with the railroad company in connection with this project should be forwarded with or previous to the voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

#1857

RECEIVED
NOV 25 1936
FOR FILING

123-2

November 20, 1936

P. L. Crooks & Company,
Henry Building,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of November 12th requesting an extension of time on your contract No. 1857, Bend Undercrossing.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1857

RECEIVED
NOV 9 1936
FOR FILING

123[illegible]

November 9, 1936

Pacific Portland Cement Company,
701 Lewis Building,
Portland, Oregon.

Attention: Mr. C. J. Lair.

[redacted]

Reference is made to your letter of November 7th concerning the P. L. Crooks & Company Contract No. 1857 for the construction of an Undercrossing under the Oregon Trunk Railway Tracks at Franklin Avenue in Bend, Deschutes County.

The above contract was awarded April 17, 1936 and the date of completion is November 30, 1936. The bond furnished in connection with the project was written by the General Casualty Company of America for whom Brisbine & Mansfield, who have offices in the Lewis Bldg., Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1857

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY
MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

MAIN OFFICE, SAN FRANCISCO, CALIFORNIA
PORTLAND, OREGON
701 LEWIS BUILDING
ATWATER 6656

November 7, 1936.

RECEIVED
NOV 9 1936

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

For the benefit of our information, will you kindly advise us concerning the undercrossing job at Bend, Oregon, on which P. L. Crooks & Company are the contractors.

The date and number of their contract

The time set for completion

The name of the Bonding Company who wrote the bond for this contractor.

Your kind attention to this matter will be very much appreciated.

Yours very truly,
PACIFIC PORTLAND CEMENT COMPANY.

By J Fair

CL:VK

07-1 [illegible] 936

#1857

RECEIVED
NOV 5 1936
FOR FILING

123-2

November 4, 1936

P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Attention: P. L. Crooks

Gentlemen:

I have just received your letter of November 3 in which you ask us to expedite your estimate No. 6 covering the Bend undercrossing project, contract No. 1857.

I find that this estimate is for work performed during the month of October. It was received in this office only today. I have asked the Bridge Department to secure the estimate and turn it over to the Auditor today so that I can get it signed by the State Highway Commission tomorrow. That is quite a little order but we will endeavor to carry it out if we can possibly do so. In any event you can rest assured that we will hurry the payment as much as possible.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AH

#1857-Est. 6

Est. #6, is for work performed to Nov, 1st and was just received today. Will be checked and sent to the Auditing Dept, to day and will probably be mailed out to them today. If not will have to be held up until Paxson is in to sign it. He is here but of course will go to the Commission meeting. It will be expedited in any event.

J. McF.

..., INC.

P. L. CROOKS, PRES. & TREAS.
M. S. GLAVIN, VICE PRES. & SEC'Y

RECEIVED
NOV 4 1936
OREGON
STATE HIGHWAY

November 3, 1936.

Bend Undercrossing
Contract No. 1857
Bridge No. 2168

We would greatly appreciate receiving our Estimate No. 6, for work done during the month of October, as soon as possible.

We expect to complete our work at Bend within the next two weeks and so far have not received very much money and are anxious to clean up all our accounts before we leave Bend.

We will return the signed estimate promptly and trust that you will do what you can to hurry along our voucher.

Thanking you for this and past favors, we remain,

PLC:

Yours very truly,

P. L. Crooks & Co., Inc.,

By P. L. Crooks

ANSWERED

REFERRED TO
BY SECRETARY

ANSWERED
H. B. G.

Please get me status of payments so I can answer this

HBG

#1857-[illegible] G

RAILROAD CONSTRUCTION
HIGHWAY CONSTRUCTION
FOUNDATION WORK
CONCRETE WORK
TIMBER WORK
TUNNELS
BRIDGES
DAMS

P. L. CROOKS & CO., INC.
CONTRACTORS

P. L. CROOKS, PRES. & TREAS.
M. S. GLAVIN, VICE PRES. & SEC'Y

HENRY BUILDING
PORTLAND, OREGON

November 3, 1936.

NOV 4 1936
OREGON

Oregon State Highway Commission,
Salem, Oregon.

Bend Undercrossing
Contract No. 1857
Bridge No. 2168

Gentlemen:- Attention Mr. H. B. Glaiser.

We would greatly appreciate receiving our Estimate No. 6, for work done during the month of October, as soon as possible.

We expect to complete our work at Bend within the next two weeks and so far have not received very much money and are anxious to clean up all our accounts before we leave Bend.

We will return the signed estimate promptly and trust that you will do what you can to hurry along our voucher.

Thanking you for this and past favors, we remain,

PLC:

Yours very truly,

P. L. Crooks & Co., Inc.,

By P L Crooks

ANSWERED

REFERRED TO
BY SECRETARY

ANSWERED
H. B. G.

Please give me status of payments
so I can answer this
HBG

123-2

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 23 1936
FOR FI

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No.

October 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: Oregon USWP Grade Crossing Proj. No. WPGM 123-I, Franklin Avenue Undercrossing

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Assoc. Highway Engineer

Encls.

Tom

ER-A4DF 4949

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing Project No. WPGM 123, Section I

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—6618

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 31st day of August, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.);

Whereas the Highway Department of said State submitted on the 24th day of November, 1935, a revised project statement, which was approved by the Secretary on the 6th day of January, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section I of said project which were recommended for approval by the United States District Engineer on the 2nd day of April, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-nine thousand, nine hundred fifty-five and 80/100 dollars ($89,955.80) as the share of the United States payable under said act on account of Section I of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2+65 on Franklin Avenue at Hill Street and survey station 12+70 between First and Second Streets on Franklin Avenue in Bend

, length 0.196 of a mile~~s~~, in Deschutes County, being Section 1 of Oregon U.S. Works Program Grade Crossing project No. WPGM 122, consisting of 0.196 of a mile~~s~~ of roadway and one underpass. ~~bridges, each of more than 20 feet clear span~~ ~~of a mile in length.~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section I of said project shall not in any event exceed the sum of eighty-nine thousand, nine hundred fifty-five and 80/100 dollars ($89,955.80), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~dollars (~~ is ~~%~~, the approved total estimated cost of Section I of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12th day of Oct., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

[redacted]

SECRETARY OF AGRICULTURE

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 2—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Grade Crossing Project No. WPGH 123-I State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $22,955.80 as the total estimated cost of said project, and the sum of $22,955.80 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 12th day of October one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4288

FORM 8-A-1 12321 10M 11-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

123-9

Bend, Oregon
October 20, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch, District Engineer
U. S. Bureau Public Roads
Portland, Oregon

Dear Sir:

In compliance with Works Program General Memorandum No. 25, we are making application to change the working hours of Federal Project WPGM 123 I, from 130 hours per month to 40 hours per week.

Attached hereto is a statement from the Employment Service setting forth their inability to furnish skilled men and an affidavit from the contractor stating his inability to secure skilled labor from any source, together with the prescribed form mentioned in the afore mentioned bulletin.

Very truly yours,

G. S. Paxson

G. S. PAXSON
ACTING BRIDGE ENGINEER

RW/E
Encl.
Dictated by
Ray Webber
cc R. H. Baldock
cc H. G. Smith

123-2

September 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Paxson's letter of September 10th relative to revision of handrail and curb on Oregon WPGH 123-I, Franklin Avenue Undercrossing in Bend, as a safety measure.

Under the circumstances, the lengthening of the handrail approximately 15 ft. is considered justified and will be recommended for approval by this office.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Canfield
Highway Engineer

Lon

FORM B.B-1 5500 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

123-2

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 10, 1936.

Bureau of Public Roads
Box 3900
Portland, Oregon.

Gentlemen:

Re: Franklin Avenue Undercrossing, WPGM 123-1

Pursuant to the terms of your letter of September 8, we are resubmitting the application for a revision in permissive hours of employment, and limiting this application to skilled labor.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP
Enclosures

CC Tom Edwards,
R.H.Baldock ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

123-2

August 25, 1936

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Reference is made to previous correspondence relative to the property formerly owned by Robert G. Lyons and now owned by World War Veterans' State Aid Commission on Franklin Avenue in Bend. We advised the World War Veterans' State Aid Commission of the report which we received on this matter and now are in receipt of a communication reading as follows:

> "With further reference to previous correspondence relative to the bank in front of the above numbered property which is located in Bend, the writer made an inspection of the bank that was put in by your workmen a few days ago and it was already breaking down. The slope is too steep to stand up with lose soil and the bank will not stay in place. We feel quite sure to make a satisfactory job of this, it will be necessary sooner or later to put in a retaining wall.
>
> "This for your information."

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. W. E. Chandler

123-2

NOTED
State Highway Engineer

R. H. Baldock

your signed original is attached and I sent to to BPR via T. Davis

Undercrossing

Approximately 50 per cent of the contract time on this job has elapsed and only 35 per cent of the work has been done. The contractor is trying his best to put on an extra shift in order to get down on time, and as you will note, the Re-employment Service has advised that they can not furnish a sufficient number of men with the 130 hour per month limitation.

This application received the approval of Mr. Stoddard of the Bureau on the ground, and also the approval of Mr. Davis by telephone.

G S Paxson

G. S. Paxson
Acting Bridge Engineer

GSP:AP
Attached

August 25, 1936.

Mr. R. H. Baldock:

Herewith a letter to the U. S. Bureau of Public Roads that I have prepared for your signature, together with the accompanying application for a revision in hours of employment on the Franklin Avenue Undercrossing in Bend.

Approximately 50 per cent of the contract time on this job has elapsed and only 35 per cent of the work has been done. The contractor is trying his best to put on an extra shift in order to get down on time, and as you will note, the Re-employment Service has advised that they can not furnish a sufficient number of men with the 130 hour per month limitation.

This application received the approval of Mr. Stoddard of the Bureau on the ground, and also the approval of Mr. Davis by telephone.

G S Paxson

G. S. Paxson
Acting Bridge Engineer

GSP:AP
Attached

8M 6-35
COM IONERS
HENRY F. C ELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 26, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Chief,
Bureau of Public Roads
Washington, D. C.

Dear Sir:

Request is hereby made in accordance with Works Program General Memorandum No. 25, dated June 19, 1936, for a revision in permissive hours of employment on the Franklin Avenue Undercrossing in the City of Bend, Oregon, Project No. WPGH 125-I, for the following kinds of labor:

Jack hammer men, laborers, shovel runners, stone masons, concrete finishers

Attached to this request are a statement from the U. S. Employment Service to the State Highway Department to the effect that such agency is unable to furnish such labor, and a sworn statement by the contractor setting forth his efforts and his inability to secure such labor from sources other than the Employment Service.

If this request is approved, the contractor will be permitted to employ labor of the kinds enumerated above:

1. Not more than 140 hours per month.
2. In accordance with the limitations in hours of work fixed by the state.

Very truly yours,

RHBaldock

R. H. Baldock
State Highway Engineer

APPROVED:

Recommended for Approval:

____

____
Chief of Bureau

____

____
District Engineer
U. S. Bureau of Public Roads.

U. S. DEPARTMENT OF LABOR

UNITED STATES EMPLOYMENT SERVICE

Bend, Oregon
Aug. 21, 1934.

COPY

State Highway Department
Salem, Oregon.

Dear Sirs:

We find that it is impossible to furnish labor in sufficient numbers to fill the contractors requisition for help for the balance of the month of August on The P. L. Crooks, contract # 1857, at Bend. and would therefore be agreeable to an extension of the monthly hours permitted under the contract from 130 to 160 hours per month.

Very truly yours,

Guy V. Lintner (signed)

Guy V. Lintner
Director National Reemployment Ser.

P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon.

Office at - Bend, Oregon,
August 21st, 1934

I, M. S. [illegible], Superintendent of P. L. Crooks & Co., Inc. who have the contract for the [illegible] the Franklin Avenue Undercrossing, City of Bend, Oregon - State Contract No. 1857 - Federal Project No. [illegible], do hereby state that we have been unable [illegible] laborers, shovel runners, stonemasons [illegible] finishers for the above project from the National Reemployment Service Office at Bend.

We have been [illegible] Reemployment [illegible] from [illegible] hours [illegible] Bend were young [illegible] Bend [illegible] cooperated with [illegible] to get us sufficient labor and their failure is due to no fault of theirs.

Signed: M. S. [illegible]
[illegible] Secretary
P. L. Crooks & Co. Inc.

(SEAL)

Sworn to before me this 21st day of
August, 1934.

W. A. Wallace (signed)

Notary Public for the State of Oregon
My Commission expires Oct. 3, 193[illegible].

P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon.

Office at - Bend, Oregon,
August 21st, 1936

C O P Y

I, W. S. GLAVIN, Superintendent of P. L. Crooks & Co., Inc. who have the contract for the construction of the Franklin Avenue Undercrossing, City of Bend, Oregon - State Contract No. 1827 - Federal Project No. 1231, do hereby state that we have been unable to obtain jackhammer men, laborers, shovel runners, stonemasons and concrete finishers for the above project from the National Reemployment Service Office at Bend.

We have been unable to obtain these men from the National Reemployment Service Office in Portland as they will not come from Portland on account of the project being limited to 130 hours per month. The last men furnished from the Office in Bend were young boys and entirely unsuited to this type of work. The Bend Office of the National Reemployment Service has cooperated with us in every way possible to get us sufficient labor and their failure is due to no fault of theirs.

Signed: W. S. Glavin
Vice Pres. & Secretary
P. L. Crooks & Co. Inc.

(SEAL)

Sworn to before me this 21st day of
August, 1936.
N. G. Wallace (signed)
Notary Public for the State of Oregon
My Commission expires Oct. 6, 1939.

cc R. H. Baldock

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

123-I

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 22, 1936

NOTED
State Highway Engineer

U. S. Bureau of Public Roads
Box 3900
Portland, Oregon

Re: Franklin Ave. Undercrossing
WPGM 123-I

Gentlemen:

I was advised by phone yesterday that the agent of the Reemployment Service in Bend was not able to furnish sufficient labor, either of skilled or unskilled classification, to permit the contractor to increase his forces sufficiently to keep up to the schedule of construction.

Mr. Lintner of the Reemployment Service and Mr. Stoddard of your office were in Bend at the time and our Resident Engineer took up the matter with them. I am advised that Mr. Lintner and Mr. Stoddard both approved the extension of the working time to 160 hours per month.

I am preparing to submit the certification of the Reemployment Service and of the contractor as provided in Works Program General Memorandum No. 25 justifying such an increase in the working time.

This matter was discussed by telephone with Mr. Davis of your office.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

GSP LD

cc R. H. Baldock

R. H. BALDOCK
STATE HIGHWAY ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPGM 123-I

POST OFFICE BUILDING
PORTLAND, OREGON

August 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement for Oregon USWP Grade Crossing Project No. WPGM 123-I, Franklin Avenue Undercrossing Section of The Dalles-California Highway in Bend, for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

A 10' x 7' concrete box culvert at Sta. 11+23 was substituted for the 10' x 3' box, shown on the plans, without prior approval by this office. Later examination of these plans show this structure is greatly overstressed and the required factor of safety was not considered in its design. It is therefore not recommended for Federal participation.

In submitting vouchers under this agreement please exclude all charges in connection with this culvert from the participatory costs.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

Ira

FORM 5-K-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

X

OREGON STATE HIGHWAY COMMISSION

SALEM

123-9

August 12, 1936

World War Veterans' State Aid Commission

Masonic Building

Attention: Mr. Jerrold Owen
Executive Secretary

Gentlemen:

Reference is made to your letter of the 24th ultimo, relative to property on Franklin Avenue in Bend, your file No. L-3782, Robert G. Lyons.

We have referred this matter to the department engineers and are in receipt of the following report:

> "This sodded slope is entirely outside of the limits of their property, and within the street area. We have gone to some expense in removing this sod from other portions of the project and in placing the same on this slope. It is reported that the sod is growing nicely, and adequately protecting the cutbank. We have gone to considerable other expense in connection with this property in the construction of steps, driveways, walks, etc., and I feel that we have already done more than usual in adjusting the property to the new street grades. It does not seem to me that we should be called upon to bear the cost of a wall. Before the construction of the project, the property was not highly improved, and I believe that we are leaving it in better shape than we found it."

Under the circumstances disclosed by this report it does not appear that we would be in a position to recommend that any thing further be done near the property. If it should develop that slides should occur on account of our construction which would extend outside of the right of way limits, that of course is a condition which should be met if and when it does occur. Until such time, however, it would seem that your request for the construction of a retaining wall should be respectfully declined.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

NOTED
State Highway Engineer

JWD DK
cc R. H. Baldock

123-2

x

August 10, 1936.

Mr. J. W. DeSousa

I have your letter of July 27, together with copy of a letter from the W.W.V.S.A.C., concerning sodded slope in front of their property (Lot 1, Block 30) adjacent to the Franklin Avenue Undercrossing project in Bend.

This sodded slope is entirely outside of the limits of their property, and within the street area. We have gone to some expense in removing this sod from other portions of the project and in placing the same on this slope. It is reported that the sod is growing nicely, and adequately protecting the cutbank. We have gone to considerable other expense in connection with this property in the construction of steps, driveways, walks, etc., and I feel that we have already done more than usual in adjusting the property to the new street grades. It does not seem to me that we should be called upon to bear the cost of a wall. Before the construction of the project, the property was not highly improved, and I believe that we are leaving it in better shape than we found it.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

cc R. H. Baldock

NOT FIL
State Highway Engineer

CC: R. H. Baldock
State Highway Engineer
Salem, Oregon

July 27, 1936

Mr. L. I. Hewes
Deputy Chief Engineer
San Francisco, California

NOTED
State Highway Engineer

Dear Sir:

We are sending you herewith two prints of the shop details for the Franklin Avenue Undercrossing, Oregon WPGH 123-I.

These conform to the general plans and we have approved them for fabrication.

Very truly yours,

W. H. LYNCH
District Engineer

By

W. J. Scofield
Highway Engineer

Encl.

123-9

June 30, 1936

Mr. H. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Franklin Avenue Undercrossing Section, Project No. WPGM 123-L.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GG

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation Project
No. WPGH 123-I

FRANKLIN AVENUE UNDERCROSSING SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1936

ROADWORK

24.5' Roadway (Sta. 2+85 to 9+00)

3,700	cu. yds.	Common Excavation	$ 0.70	$ 2,590.00
7,600	cu. yds.	Solid Rock Excavation	1.40	10,640.00
2,300	sq. yds.	Removal of Old Pavement	0.40	920.00
170	sq. yds.	Removal of Sidewalks	0.50	85.00
1,200	lin. ft.	Removal of Curbs	0.20	240.00
36	lin. ft.	6" Drain Pipe	1.00	36.00
2	only	Concrete Catch Basins	50.00	100.00
96	cu. yds.	Concrete Curbs	30.00	2,880.00
180	sq. yds.	Concrete Sidewalks	2.50	450.00
20	sq. yds.	Concrete Driveway Aprons	2.50	50.00
190	cu. yds.	Cinder Base	1.00	190.00
3,300	sq. yds.	Portland Cement Concrete Pavement	2.00	6,600.00
350	lin. ft.	3/4" Expansion Joints	0.20	70.00
2,000	lin. ft.	½" Expansion Joints	0.15	300.00
1,700	lin. ft.	Contraction Joints	0.05	85.00
1,950	only	Dowels	0.20	390.00
450	cu. yds.	Mortar Rubble Masonry	15.00	6,750.00
1,650	lbs.	Tie Bars and Reinforcement	0.10	165.00
65	cu. yds.	Sand Cushion	3.00	195.00
40	cu. yds.	Salvaging Old Surfacing Materials	1.00	40.00
36	cu. yds.	Lower Course of Footpath	3.00	108.00
18	cu. yds.	Top Course of Footpath	3.00	54.00
6,200	lbs.	Metal Reinforcement	0.05	310.00
				$33,248.00

Work to be Performed by City

All Required	Move Water System (Labor)	$ 500.00
	Subtotal	$33,748.00
	10% Engr. & Cont.	3,374.80
	Total	$37,122.80

Length	0.116 mile
Cost per Mile	$320,024.13

[illegible] Roadway (Sta. 9+08 to 12+70)

3,700	cu. yds.	Common Excavation	$ 0.70	$ 2,590.00
2,600	cu. yds.	Solid Rock Excavation	1.40	3,640.00
70	lin. ft.	10" Drain Pipe	1.50	105.00
350	lin. ft.	Metal Guard Fence	2.00	700.00
80	cu. yds.	Cinder Base	1.00	80.00
800	sq. yds.	Portland Cement Concrete Pavement	2.00	1,600.00
80	lin. ft.	3/4" Expansion Joints	0.20	16.00
400	lin. ft.	Contraction Joints	0.05	20.00
400	only	Dowels	0.20	80.00
48	cu. yds.	Class "B" Concrete	30.00	1,440.00
350	lbs.	Tie Bars and Reinforcement	0.10	35.00
25	cu. yds.	Sand Cushion	3.00	75.00
180	cu. yds.	Salvaging Old Surfacing Materials	1.00	180.00
100	cu. yds.	Lower Course of Shoulders	3.00	300.00
70	cu. yds.	Top Course of Shoulders	3.00	210.00
4	cu. yds.	Lower Course of Footpaths	3.00	12.00
2	cu. yds.	Top Course of Footpaths	3.00	6.00
				$11,069.00

Work to be Performed by [redacted]

All Required	Move Water System (Labor)	$ 320.00
	Subtotal	$11,389.00
	10% Engr. & Cont.	1,138.90
	Total	$12,527.90

Length	0.070 mile
Cost per Mile	$178,970.00

Structure

30	lin. ft.	10" Drain Pipe	$ 1.50	$ 45.00
650	cu. yds.	Class "A" Concrete	25.00	16,250.00
29,400	lbs.	Metal Reinforcement	0.05	1,470.00
90,000	lbs.	Structural Steel	0.07	6,300.00
1,120	lin. ft.	Concrete Handrail	4.50	5,040.00
3,000	sq. ft.	Three Ply Membrane Waterproofing	0.20	600.00
120	sq. ft.	One-inch Asphalt Plank	0.30	36.00
All Required		Drill Well 25' Deep		100.00
100	lin. ft.	Drill Well Below 25' Deep	3.00	300.00
200	lin. ft.	4" Cast Iron Pipe	2.00	400.00
50	lin. ft.	8" " " "	6.00	300.00
All Required		Electric Wiring		800.00
				$31,641.00

Work to be Performed by
Grand Trunk Railway Co. Forces

All Required	Move and Reestablish Railway Tracks and Tel. Lines	$ 3,000.00
	Subtotal	$36,641.00
	10% Engr. & Cont.	3,664.10
	Total	$40,305.10

Length of Structure 0.00 mile

WPGH Funds Requested:	24.5' Roadway- - - - - - - - - - - - - - - -	$37,122.80
	20' Roadway- - - - - - - - - - - - - - - -	12,527.90
	Structure- - - - - - - - - - - - - - - -	40,305.10
		$89,955.80

	24.5' Roadway	20' Roadway	Structure
Estimated Labor Required	16,000 man-hrs.	5,000 man-hrs.	13,000 man-hrs.
Cost of Labor	$10,000	$3,200	$10,000
Cost of Materials	$ 4,600	$1,500	$13,000

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1929; Chap. 88, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931.

Oregon State Highway Department

U. S. Works Program
Grade Separation Project
No. WPGM 123-I

FRANKLIN AVENUE UNDERCROSSING SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 1, 1936

ROADWORK

24.5 Roadway (Sta. 2+85 to 9+00)

3,700	cu. yds.	Common Excavation	$ 0.50	$ 1,850.00
7,600	cu. yds.	Solid Rock Excavation	2.50	19,000.00
2,300	sq. yds.	Removal of Old Pavement	0.30	690.00
170	sq. yds.	Removal of Sidewalks	0.20	34.00
1,200	lin. ft.	Removal of Curbs	0.05	60.00
36	lin. ft.	6" Drain Pipe	0.40	14.40
2	only	Concrete Catch Basins	25.00	50.00
96	cu. yds.	Concrete Curbs	22.00	2,112.00
180	sq. yds.	Concrete Sidewalks	1.50	270.00
20	sq. yds.	Concrete Driveway Aprons	2.00	40.00
190	cu. yds.	Cinder Base	0.65	123.50
3,300	sq. yds.	Portland Cement Concrete Pavement	2.25	7,425.00
350	lin. ft.	½" Expansion Joints	0.20	70.00
2,000	lin. ft.	¼" Expansion Joints	0.15	300.00
1,700	lin. ft.	Contraction Joints	0.05	85.00
1,950	only	Dowels	0.20	390.00
450	cu. yds.	Mortar Rubble Masonry	12.00	5,400.00
1,650	lbs.	Tie Bars and Reinforcement	0.07	115.50
65	cu. yds.	Sand Cushion	2.25	146.25
40	cu. yds.	Salvaging Old Surfacing Materials	0.75	30.00
36	cu. yds.	Lower Course of Footpath	.75 2.25	81.00 2700
18	cu. yds.	Top Course of Footpath	2.25	40.50
6,200	lbs.	Metal Reinforcement	0.055	341.00
				$ 38,668.15

Work to be Performed by City

All Required	Move Water System (Labor)			$ 500.00
		Subtotal		$ 39,168.15
		10% Engr. & Cont.		3,916.81
		Total		$ 43,084.96
	Length		0.116 mile	
	Cost per mile		$371,422.06	

20' Roadway (Sta. 9+00 to 12+70)

3,700	cu. yds.	Common Excavation	$ 0.50	$ 1,850.00
2,600	cu. yds.	Solid Rock Excavation	2.50	6,500.00
70	lin. ft.	10" Drain Pipe	1.00	70.00
350	lin. ft.	Metal Guard Fence	1.00	350.00
80	cu. yds.	Cinder Base	0.65	52.00
800	sq. yds.	Portland Cement Concrete Pavement	2.25	1,800.00
80	lin. ft.	½" Expansion Joints	0.20	16.00
400	lin. ft.	Contraction Joints	0.05	20.00
400	only	Dowels	0.20	80.00
48	cu. yds.	Class "D" Concrete	24.00	1,152.00
350	lbs.	Tie Bars and Reinforcement	0.07	24.50
25	cu. yds.	Sand Cushion	2.25	56.25
180	cu. yds.	Salvaging Old Surfacing Materials	0.75	135.00
100	cu. yds.	Lower Course of Shoulders	2.25	225.00
70	cu. yds.	Top Course of Shoulders	2.25	157.50
4	cu. yds.	Lower Course of Footpaths	.75 ~~2.25~~	~~9.00~~ 3.00
2	cu. yds.	Top Course of Footpaths	2.25	4.50
				$ 12,501.75

Work to be Performed by City

All Required	Move Water System (Labor)		$ 300.00
		Subtotal	$ 12,801.75
		10% Engr. & Cont.	1,280.17
		Total	$ 14,081.92

Length	0.070 mile
Cost per mile	$201,170.28

Structure

30	lin. ft.	10" Drain Pipe	$ 1.00	$ 30.00
650	cu. yds.	Class "A" Concrete	24.00	15,600.00
29,400	lbs.	Metal Reinforcement	0.055	1,617.00
90,000	lbs.	Structural Steel	0.07	6,300.00
1,120	lin. ft.	Concrete Handrail	5.00	5,600.00
3,000	sq. ft.	Three Ply Membrane Waterproofing	0.15	450.00
120	sq. ft.	One-inch Asphalt Plank	0.25	40.00
All Required		Drill Well 25' Deep		150.00
100	lin. ft.	Drill Well Below 25' Deep	3.50	350.00
200	lin. ft.	4" Cast Iron Pipe	0.60	120.00
50	lin. ft.	8" Cast Iron Pipe	3.00	150.00
All Required		Electric Wiring		500.00
				$ 30,907.00

Work to Be Performed by Oregon Trunk Railway Company Forces

All Required	Move and Reestablish Railway Tracks and Tel. Lines	$ 5,000.00
	Subtotal	$ 35,907.00
	10% Engr. & Cont.	3,590.70
	Total	$ 38,497.70

Length of Structure 0.00 mile

NPUM Funds Requested:

24.5' Roadway	$ 43,084.96
20' Roadway	14,081.92
Structure	38,497.70
	$ 95,664.58

	24.5' Roadway	20' Roadway	Structure
Estimated Labor Required	16,000 man-hours	5,000 man-hours	13,000 man-hours
Cost of Labor	$ 10,000	$ 3,200	$ 10,000
Cost of Materials	$ 4,600	$ 1,500	$ 13,000

FRANKLIN AVENUE UNDERCROSSING SECTION

ESTIMATE OF COST OF LABOR AND MATERIAL FOR WORK

TO BE DONE BY OREGON TRUNK RAILWAY FORCES

		Labor	Material
Engineering		$500.00	
Remove 225 track feet south end of industry track		25.00	
Throw about 65 ft. industry track to new location		7.50	2.50
Remove switch ties and place track ties south of Franklin Ave. bridge in passing track		30.00	29.00
Remove and replace track, main line and passing, at crossing		125.00	50.00
Remove and replace about 70 ft. of south cross over		50.00	20.00
Remove and replace about 85 ft. of main line south of mill connection		55.00	25.00
Throw about 175 ft. of Mill spur to temporary location and throw back when project completed		100.00	10.00
Remove track ties and place four sets switch ties		140.00	
Remove 5 sets switch ties and place track ties when work is completed		175.00	150.00
Remove and replace part of industry track to permit construction of bridge		60.00	25.00
Move metal incinerator		25.00	
5 sets #9 switch ties	at 16.00 M.		243.20
1 set #11 " "	at 16.00 M.		59.78
318 - 7" x 8" - 8' track ties	at 14.00 M.		166.21
384 lin. ft. 90# rail S. H. 5.1429 G. T	at $25.00		128.57
1844 " " 70# " " 19.2084	" "		480.21
4 - 15' - 70# split switches complete			420.00
1 - 16½ - 90# " switch complete			150.00
5 - switch stands with conn. rods	at 22.50		90.00
5 - " lamps and locks	at 11.75		58.75
4 - #9 - 15' - 70# rigid frogs	at 80.00		320.00
1 - #11 - 16½' - 90# spring rail frog			145.00
8 - 11' - 70# guard rails	at 22.50		180.00
2 - 11' - 90# " "	at 24.00		48.00
16 - pairs 90# angle bars S. H.			29.38
4 - compromise joints 90#/70#	at 8.60		34.40
80 - pairs 70# angle bars S. H.	at 3.40 cwt.		102.00
160 lb. - 1-1/16" x 5" track bolts	at 4.75 cwt.		7.60
400 lb. - 13/16" x 4-1/8" " "	at " "		19.00
2800 lb. - 5/8" x 6" track spikes	at 2.74 cwt.		76.72
80 - 1-1/8" Hipower nutlocks	at 5¢		4.00
140 - 1" " "	at 4¢		5.60
300 - 8" x 8½" tie plates S. H.	at 1.78 cwt.		49.33

		Labor	Material
Freight and Store expense			$ 730.00
500 cu. yds. Great Northern cinder ballast at 75¢			375.00
Install 6 turnouts at $75.00		$450.00	
Lay and surface track		600.00	
Remove 5 turnouts and track		200.00	
Rearrange telegraph pole line		100.00	
Remove crossing signs and plank		25.00	
		$2,667.50	$4,254.25
			2,667.50
Total gross cost			$6,921.75
Less salvage recovered:			
17,200 F.B.M. switch ties at 12.00 M	$206.40		
180 7"x8"x8' track ties SH at 10.50 M	70.50		
860 lin. ft. 70# rail SH 8.9583 GT at 23.50	210.52		
5 - 15'-70# split switches complete SH at 100.80	504.00		
5 - #9 - 15' - 70# rigid frogs SH at 75.20	376.00		
5 - switch stands with conn. rods SH at 20.15	100.75		
5 - switch lamps and locks SH at 10.97	54.85		
10 - 11'-70# guard rails complete SH at 20.15	201.50		
2 - compromise joints SH at 8.08	16.16		
45 - prs. 70# angle bars SH at 3.20 cwt.	54.00		
800 lbs. 5/8" x 6" track spikes SH at 2.60 cwt.	20.80		
Scrap bolts and spikes	5.00		
Crossing signs and plank	20.00		1,840.48
Total net cost			$5,081.27
(Use)			$5,000.00

ESTIMATE OF COST OF LABOR AND MATERIAL FOR WORK
TO BE DONE BY OREGON TRUNK RAILWAY FORCES AND
FOR WHICH THE OREGON TRUNK RAILWAY IS TO BE
REIMBURSED BY OREGON STATE HIGHWAY COMMISSION,
IN CONNECTION WITH CONSTRUCTION OF UNDERGRADE
CROSSING AT FRANKLIN STREET, BEND, OREGON.

		Labor	Material
Engineering		$500.00	
Remove 225 track feet south end of industry track		25.00	
Throw about 65 ft. industry track to new location		7.50	2.50
Remove switch ties and place track ties south of Franklin Ave. bridge in passing track		30.00	29.00
Remove and replace track, main line and passing, at crossing		125.00	50.00
Remove and replace about 70 ft. of south crossover		50.00	20.00
Remove and replace about 85 ft. of main line south of mill connection		55.00	25.00
Throw about 175 ft. of Mill spur to temporary location and throw back when project completed		100.00	10.00
Remove track ties and place four sets switch ties		140.00	
Remove 5 sets switch ties and place track ties when work is completed		175.00	150.00
Remove and replace part of industry track to permit construction of bridge		60.00	25.00
Grading to be done by and at expense of State Highway Commission		- - -	- - -
Move metal incinerator		25.00	
5 sets #9 switch ties	@ 16.00 M.		243.20
1 set #11 " "	@ 16.00 M.		59.78
318 - 7"x8"-8' track ties	@ 14.80 M.		166.21
384 lin.ft. 90# rail S.H. 5.1429 G.T	@ $25.00		128.57
1844 " " 70# " " 19.2084 "	" "		480.21
4 - 15' - 70# split switches complete			420.00
1 - 16½ - 90# " switch complete			150.00
5 - switch stands with conn. rods	@ 22.50		90.00
5 - " lamps and locks	@ 11.75		58.75
4 - #9 - 15' -70# rigid frogs	@ 80.00		320.00
1 - #11 - 16½'-90# spring rail frog			145.00
8 - 11' - 70# guard rails	@ 22.50		180.00
2 - 11' - 90# " "	@ 24.00		48.00
16 - pairs 90# angle bars S.H.			29.38
4 - compromise joints 90#/70#	@ 8.60		34.40
60 - pairs 70# angle bars S.H.	@ 3.40 cwt.		102.00

		Labor	Material
160 lb. - 1-1/16" x 5" track bolts	@ 4.75 cwt.		$ 7.60
400 lb. - 13/16" x 4-1/8" " "	" "		19.00
2880 lb. - 5/8" x 6" track spikes	@ 2.74 cwt.		76.72
80 - 1-1/8" Hipower nutlocks	@ 5¢		4.00
140 - 1" " "	@ 4¢		5.60
300 - 8" x 8½" tie plates S.H.	@ 1.78 cwt.		49.33
Freight and store expense			750.00
500 cu. yds. Great Northern cinder ballast	@ 75¢		375.00
Install 6 turnouts	@ 75.00	450.00	
Lay and surface track		600.00	
Remove 5 turnouts and track		200.00	
Rearrange telegraph pole line		100.00	
Remove crossing signs and plank		25.00	
		2667.50	4254.25
			2667.50
Total gross cost			$6921.75

Less salvage recovered:

17200 F. B. M. switch ties	@ 12.00 M	$206.40	
180 7"x8"x8' track ties SH	@10.50 M	70.50	
860 lin. ft. 70# rail SH 0.9583 GT	@ 23.50	210.52	
5 - 15'-70# split switches complete	SH @ 100.80	504.00	
5 - #9 - 15'-70# rigid frogs SH	@ 75.20	376.00	
5 - switch stands with conn. rods	SH @ 20.15	100.75	
5 - switch lamps and locks SH	@10.97	54.85	
10 - 11'-70# guard rails complete	SH @ 20.15	201.50	
2 - compromise joints SH	@ 8.08	16.16	
45 - prs. 70# angle bars SH	@3.20 cwt.	54.00	
800 lbs.5/8" x 6" track spikes SH	@ 2.60 cwt.	20.80	
Scrap bolts and spikes		5.00	
Crossing signs and plank		20.00	1840.48
Total net cost			$5081.27

Office of Assistant Superintendent, O.T. Ry.
Portland, Oregon, March 19,1936

Franklin Avenue Undercrossing Section

ESTIMATE OF COST OF LABOR AND MATERIAL FOR WORK TO BE DONE BY OREGON TRUNK RAILWAY FORCES ~~AND FOR WHICH THE OREGON TRUNK RAILWAY IS TO BE REIMBURSED BY OREGON STATE HIGHWAY COMMISSION, IN CONNECTION WITH CONSTRUCTION OF UNDERGRADE CROSSING AT FRANKLIN STREET, BEND, OREGON.~~

		Labor	Material
Engineering		$500.00	
Remove 225 track feet south end of industry track		25.00	
Throw about 65 ft. industry track to new location		7.50	2.50
Remove switch ties and place track ties south of Franklin Ave. bridge in passing track		30.00	29.00
Remove and replace track, main line and passing, at crossing		125.00	50.00
Remove and replace about 70 ft. of south crossover		50.00	20.00
Remove and replace about 85 ft. of main line south of mill connection		55.00	25.00
Throw about 175 ft. of Mill spur to temporary location and throw back when project completed		100.00	10.00
Remove track ties and place four sets switch ties		140.00	
Remove 5 sets switch ties and place track ties when work is completed		175.00	150.00
Remove and replace part of industry track to permit construction of bridge		60.00	25.00
~~Grading to be done by and at expense of State Highway Commission~~		- - -	- - -
Move metal incinerator		25.00	
5 sets #9 switch ties	@ 16.00 M.		243.20
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318 - 7"x8"-8' track ties	@ 14.00 M.		166.21
384 lin.ft. 90# rail S.H. 5.1429 G.T	@ $25.00		128.57
1844 " " 70# " " 19.2084 "	"		480.21
4 - 15' - 70# split switches complete			420.00
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4 - #9 - 15' -70# rigid frogs	@ 80.00		320.00
1 - #11 - 16½'-90# spring rail frog			145.00
8 - 11' - 70# guard rails	@ 22.50		180.00
2 - 11' - 90# " "	@ 24.00		48.00
16 - pairs 90# angle bars S.H.			29.38
4 - compromise joints 90#/70#	@ 8.60		34.40
80 - pairs 70# angle bars S.H.	@ 3.40 cwt.		102.00

		Labor	Material
160 lb. -1-1/16" x 5" track bolts	@ 4.75 cwt.		$ 7.60
400 lb. - 13/16" x 4-1/8" " "	" "		19.00
2800 lb. - 5/8" x 6" track spikes	@ 2.74 cwt.		76.72
80 - 1-1/8" Hipower nutlocks	@ 5¢		4.00
140 - 1" " "	@ 4¢		5.60
300 - 8" x 8½" tie plates S.H.	@ 1.78 cwt.		49.33
Freight and store expense			750.00
500 cu. yds. Great Northern cinder ballast	@ 75¢		375.00
Install 6 turnouts	@ 75.00	450.00	
Lay and surface track		600.00	
Remove 5 turnouts and track		200.00	
Rearrange telegraph pole line		100.00	
Remove crossing signs and plank		25.00	
		2667.50	4254.25
			2667.50
	Total gross cost		$6921.75

Less salvage recovered:

17200 F. B. M. switch ties	@ 12.00 M	$206.40	
180 7"x8"x8' track ties SH	@10.50 M	70.50	
860 lin. ft. 70# rail SH 8.9583 GT	@ 23.50	210.52	
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5 - switch stands with conn. rods	SH @ 20.15	100.75	
5 - switch lamps and locks SH	@10.97	54.85	
10 - 11'-70# guard rails complete	SH @ 20.15	201.50	
2 - compromise joints SH	@ 8.08	16.16	
45 - prs. 70# angle bars SH	@3.20 cwt.	54.00	
800 lbs. 5/8" x 6" track spikes SH	@ 2.60 cwt.	20.80	
Scrap bolts and spikes		5.00	
Crossing signs and plank		20.00	1840.48
	Total net cost		$5081.27
	([illegible])		* 5000.00

Office of Assistant Superintendent, O. T.Ry.
Portland, Oregon, March 19,1936

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.............

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 4 1936
OREGON
STATE HIGHWAY [illegible]

April 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Grade Separation project WPGM 123-I, The Franklin Avenue Undercrossing Section of The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Plans have been reviewed and have been recommended for approval subject to revision of plans for the 10x3 culvert. Inasmuch as there is no fill over the culvert on the project, the design should be made on the basis of A.A.S.H.O. allowable stresses. Will you please send us revised plans covering this feature.

Concurrence in award will be withheld pending approval of the WPGM program dated March 7, 1936.

Copies of city resolution covering encroachments, etc. should be forwarded with the project agreement estimate.

The unit for Three-Ply Membrane Waterproofing has been changed in the proposal from sq. yd. to sq. ft. to agree with the estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

123-2

June 1, 1936

P. L. Crooks & Company, Inc.
616 Henry Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of your contract with the State Highway Commission for the construction of an undercrossing under the tracks of the Oregon Trunk Railway Company on the Dalles-California Highway, near Bend, in Deschutes County.

This copy is for your records and files.

Very truly yours,

Secretary

MBL

RAILROAD CONSTRUCTION
HIGHWAY CONSTRUCTION
FOUNDATION WORK
CONCRETE WORK
TIMBER WORK
TUNNELS
BRIDGES
DAMS

P. L. CROOKS & CO., INC.
CONTRACTORS

HENRY BUILDING
PORTLAND, OREGON

P. L. CROOKS, PRES. & TREAS.
M. S. GLAVIN, VICE PRES. & SEC'Y

123-2

MAY 14 1936
OREGON

May 13, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer.

We wish to acknowledge receipt of your letter of the 7th, inst. to contracts No. 1857 for the construction of the Franklin Avenue Undercrossing on the Dalles-California Highway at Bend.

The contracts arrived via Express on the 11th inst.

The writer is going to Bend Friday and will take same and have signed by Mr. M. S. Glavin, who is at Bend. Will return the four copies of contracts to you from Bend.

PLC.

Yours very truly,

P. L. Crooks & Co., Inc.,

By P. L. Crooks.

FORM B-E-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

123-2

May 11, 1936.

Mr. C. G. Reiter
City Manager
Bend, Oregon.

Dear Sir:

This will acknowledge receipt of your letter of April 29, concerning work to be done by the City of Bend in lowering, extending, or otherwise adjusting water mains and service connections which conflict with the construction of Franklin Avenue undercrossing in the City of Bend.

Our understanding of the agreement with the City of Bend covering this work is as follows:

The City of Bend will receive from the State Highway Commission payment for labor involved in the reconstruction of the water mains between the following limits: On Franklin Avenue from the west property line of Division Street to the East end of the project; on Division Street from the North property line of Franklin Avenue to the South property line of Franklin Avenue.

Reimbursement to the City of Bend by the State Highway for such labor shall be remitted for the salary or wages of men actually employed upon the project, and in no event shall such reimbursement exceed the sum of $800.

At the conclusion of the project the City of Bend shall submit pay rolls showing the names of the workmen, the days on which the work was performed, and the number of hours worked each day by each workman.

The adjusting or reinstalling of the above water mains shall be coordinated with the work of the contractor on the undercrossing project so that the least possible inconvenience is occasioned the contractor.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

NOTED
State Highway Engineer

rhb

GSP:AP

#1857

123-9

May 7, 1936

P. L. Crooks, Inc.
616 Henry Building
Portland, Oregon

Gentlemen:

We are returning to you by express four copies of Contract No. 1857 for the construction of the Franklin Avenue Undercrossing on The Dalles-California Highway in Bend.

You are advised that before this contract will be acceptable, it will be necessary for Mr. E. S. Glavin, Vice President-Secretary, to sign each copy of the agreement and bond.

Kindly have this done and return all copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

FORM 3-B-1 2M 3-35

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

G. S. PAXSON
Acting Bridge Engineer

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

123-2

May 1, 1936.

Mr. K. B. Lytle
Division Engineer
State Highway Department
Bend, Oregon.

Dear Sir:

I am in receipt of a letter from Mr. Reiter concerning the work which the City of Bend will do on the water system in the vicinity of Franklin Avenue in which he says that the City of Bend will expect to receive from the Highway Commission payment for all the labor involved in the reconstruction of water mains between the following limits: On Franklin Avenue from the west properly line of Division Street to the East end of the project, and on Division Street from the north properly line of Franklin Street to the South property line of Franklin Avenue; and that the amount to be received from the State Highway Commission for the above work shall not exceed $900.00.

Will you please advise as to whether or not any formal agreement has been made up in your office covering the above; and also, as to whether or not the above complies with any verbal agreements which may have been made with Mr. Reiter?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock

[illegible] [illegible]

RAILROAD CONSTRUCTION
HIGHWAY CONSTRUCTION
FOUNDATION WORK
CONCRETE WORK
TIMBER WORK
TUNNELS
BRIDGES
DAMS

P. L. CROOKS & CO., INC.
CONTRACTORS

HENRY BUILDING
PORTLAND, OREGON

P. L. CROOKS, PRES. & TREAS.
M. S. GLAVIN, VICE PRES. & SEC'Y

NOTED
C. B. Paxson

RECEIVED
APR 22 1936
OREGON

123-2

April 21, 1936

RECEIVED
APR 22 1936
OREGON STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We wish to acknowledge receipt of your letter of April 20th advising us of the award of contract for the construction of a reinforced concrete undercrossing to carry the Oregon Trunk Railway tracks over Franklin Avenue (The Dalles-California Highway) in Bend, Deschutes County, based on our bid of $76,476.00.

We will go down to Bend this week and make arrangements to get work under way before the end of the month.

We have contacted the National Reemployment Service here and have been furnished with the necessary forms so that we can furnish the Bend office with the approximate resume and number of men, classification, etc., that will be required on the work.

Yours very truly,

P. L. CROOKS & CO. INC.,

By P. L. Crooks

PLC/lc

NOTED
Ass't Highway Engineer

NOTED
H B GLAISYER

NOTED
W. A. REEVES

~~REFERRED TO
Paxson
By State Highway Engineer~~

please return for my file
RHB

FORM 2-C-1 22163 2M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

123-2

RECEIVED
APR 21 1936
OREGON
STATE HIGHWAY COMMISSION

April 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I hand you herewith two copies of a letter written by Mr. C. G. Reiter, City Manager of Bend, covering an agreement relative to the reconstruction of the city's water mains in connection with the construction of the Franklin Street Undercrossing.

Very truly yours,

K D Lytle
K. D. LYTLE
DIVISION EGINEER

kdl/e
encls.

RECEIVED
APR 21 1936
OFFICE OF
[illegible]

F. S. SIMPSON, Mayor
GEORGE P. GOVE, Commissioner
CARL E. ERICKSON, Commissioner

City of Bend
DESCHUTES COUNTY, OREGON

BEND

BEND, OREGON

C. G. REITER
City Manager

April 20, 1936

Oregon State Highway Commission,
Salem, Oregon.

Franklin Street
Under Crossing

Gentlemen:

In connection with the construction of the undercrossing of the Oregon Trunk Railroad which the Highway Commission proposes to construct on Franklin Street in the City of Bend, the City of Bend agrees to lower, extend or otherwise adjust all the water mains and service connections thereto which conflict with the new construction or are required in connection therewith. The City of Bend will also furnish to the contractor, without cost, all necessary water.

In return for the above work and the furnishing of the water the City of Bend will expect to receive from the State Highway Commission payment for all the labor involved in the reconstruction of the water mains between the following limits:

On Franklin Street from the west property line of Division Street to the east end of the project.

On Division Street from the north property line of Franklin Street to the south property line of Franklin Street.

The amount to be recdived from the State Highway Commission for the above listed work shall not exceed $900.00.

At the conslusion of the project the city will submitt payrolls covering the amount due.

Very truly yours,

C G Reiter

C. G. Reiter,
City Manager.

RECEIVED
APR 21 1936
[illegible]

123-2

April 20, 1936

P. L. Crooks & Company
616 Henry Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you on Friday, April 17, 1936, the contract covering the construction of a reinforced concrete undercrossing to carry the Oregon Trunk Railway tracks over Franklin Avenue (The Dalles-California Highway) in Bend, Deschutes County, based on your bid of $76,476.00.

You may consider this letter as your authority and our request to begin operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number of, and classification of, laborers needed for such work.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
cc S. [illegible]
K. D. Lytle

Const
Projects
Grade Crossings

123

NOTED
State Highway Engineer

File No. 8767

April 16, 1936

Mr. J. W. DeSouza:

Herewith an approved copy of the Franklin Street Undercrossing plans with the approval of the S. P. & S. Railway Company noted thereon.

You will note by the letter attached that they have furnished us with only one copy but another copy will be forthcoming.

It has been our practice in the past when we receive two copies to forward one copy to the Public Utilities Commission and the other one to your office. We presume you will wish to keep this copy in your files and when the second one comes in we will forward it to Mr. Russell.

If your views do not coincide with this, please advise.

W. A. Reeves

WAR LD
Attached
cc R. H. Baldock

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY
SYSTEM LINES

Portland, Oregon

A. J. Witchel,
Assistant Superintendent

Secretary
Salem, Oregon

Dear Sir:

[illegible] arrival.

The cost data you asked for in your letter of March 7th was sent you [illegible]

Very truly yours

A. J. Witchel
Assistant Superintendent

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY
SYSTEM LINES

Portland, Oregon
April 7, 1936

A. J. Witchel,
Assistant Superintendent
Secretary

File No. 8767

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. G. S. Paxson
Acting BridgeEngineer

Dear Sir:

Please see your letter of March 7th enclosing four sets of structural plans of the undercrossing at Franklin Avenue, Bend. Only one set bearing the signatures of the St. Paul officials was returned to me and I am enclosing that set herewith. I have wired for the second set to be returned, which will be sent you upon arrival.

The cost data you asked for in your letter of March 7th was sent you March 19th.

Very truly yours

A. J. Witchel
Assistant Superintendent

C
O
P
Y

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

APR 21 1936
OREGON

April 17, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Works Program Grade Separation Project No. WPGM 123-I, Franklin Avenue (Bend) Undercrossing on The Dalles-California Highway, to P. L. Crook & Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jon

FORM 5-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

123-2

April 15th, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The agreement outlined in your letter of April 13th, with respect to the payment for moving the water pipe lines in connection with the Franklin Street project is satisfactory.

Will you kindly have Mr. Reiter, the City Manager, forward a letter relative to that arrangement. This will be all that is necessary for him to proceed with the work. He will have to submit payrolls similar to those which a contractor doing State force work would submit at the completion of their portion of the work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

NOTED
State Highway Engineer

HGS:AR

cc to: R. H. Baldock

FORM 6-C-4 23770 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

123-J

April 13, 1936

RECEIVED
APR 14 1936
OREGON
STATE HIGHWAY COMM.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In regard to the agreement you will submit to the City of Bend covering the work they will do on the water pipe lines in connection with the Franklin Street Crossing.

When this matter was discussed with you and Mr. Probert I believe that it was decided to pay the city for the labor involved in relaying the pipe from Division Street east to the east end of the job, the total amount of our payment to be limited to $900.00. The total estimate of all labor involved was $1500.00 and our plan was based on the assumption that we would pay $900.00 of this amount.

After discussing this with Mr. Reiter we came to the conclusion that there might not be $900.00 worth of labor on the section we picked out and it is suggested that the $900.00 be made to include the labor on the work necessary to lay the mains across the intersection at Franklin and Division Streets. There will be considerable work at this point and by including it with that already agreed upon we will be sure to use up the amount of labor for which we assume payment.

NOTED
State Highway Engineer

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
cc S. H. Probert
cc C. G. Reiter

Const
Projects
Grade Crossings

1250

January 24, 1936

Col. F. Hoare
Assistant Chief Engineer
Great Northern Railway Co.
Seattle, Washington

Dear Sir:

In compliance with the request contained in your letter of January 10th, and again referred to in your letter of January 23th, we are returning to you herewith your copy of our letter of January 7th, requesting your approval of our grade separation program.

Pressure of other matters prevented our getting this back to you sooner.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

H. R. Probert
Office Engineer

HRP:HR

Encl.

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Seattle, Washington
January 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon Highway Commission
Salem, Oregon

Dear Sir:

Under date of January 10 I wrote you as follows:

"In regard to your letter of January 7 forwarding proposed program of grade separations in Oregon for the G.N., O.C.&E. and the Oregon Trunk, at Bend:

"I signed two copies of your letter, which was forwarded to me in Portland from my Seattle office, because I thought perhaps you wanted my signature on both copies.

"I did not have a chance to have a copy of this letter made and would, therefore, request that you have another copy run off and send it to me for my files."

It occurs to me that this matter may have been overlooked in your office. I shall appreciate receiving copy of the letter approved by me at your early convenience.

Yours truly,

F. Mears
Ass't Chief Engineer.

rcj:l

GREAT NORTHERN RAILWAY COMPANY

ENGINEERING DIVISION

Seattle, January 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon Highway Commission
Salem, Oregon

Dear Sir:

In regard to your letter of January 7 forwarding proposed program of grade separations in Oregon for the G. N., O. C. & E and the Oregon Trunk, at Bend:

I signed two copies of your letter, which was forwarded to me in Portland from my Seattle office, because I thought perhaps you wanted my signature on both copies.

I did not have a chance to have a copy of this letter made and would, therefore, request that you have another copy run-off and send it to me for my files.

Yours truly,

F. Mears

Asst. Chief Engineer

fm:b

---

great deal of the [illegible]

123-2

December 3, 1935

Carey, Hart, Spencer and Mc Culloch
1410 Yeon Building
Portland, Oregon

Gentlemen:

Acknowledgement is made of the receipt of your letter of the 29th ultimo, in regard to the grade crossing elimination in Bend.

Your letter had the attention of the State Highway Commission at its last meeting, which was held in Portland on Saturday of last week, November 30.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:MBL

CAREY, HART, SPENCER AND McCULLOCH
(CAREY AND KERR)
LAW OFFICES
1410 YEON BUILDING
PORTLAND, OREGON

CHARLES A. HART
OMAR C. SPENCER
CHARLES E. McCULLOCH
FLETCHER ROCKWOOD
IVAN F. PHIPPS
DAVID L. DAVIES
PHILIP CHIPMAN

November 29, 1935.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Oregon Trunk Railway has been advised that the Commission in selecting a grade crossing elimination project at Bend, has decided upon the Third Street crossing of The Dalles-California Highway over a track of the Oregon Trunk Railway, and has rejected the suggested choice of the Franklin Avenue crossing.

The Railway Company strongly urges that this matter be reconsidered. The railway track crossed by Third Street leads to the Oregon Trunk roundhouse and wye track. It is also used as the connection to the Great Northern line to the south. But there is but one Great Northern train in each direction daily, and the total rail movement on the track across Third Street is much lighter than the rail traffic which moves over the Franklin Avenue crossing. Therefore the need for the elimination of the Franklin Avenue grade crossing is far more urgent.

We assume that the Commission's decision in favor of the Third Street project and against the Franklin Avenue project is based to some extent upon the probability that ultimately The Dalles-California Highway will be routed into town easterly of the railway track and will cross the track at an existing undercrossing near the railway station. But even if this change takes place, a great deal of the highway traffic will continue into Bend from the south via the Franklin Avenue crossing, and since Franklin Avenue crosses tracks which are constantly in use as a part of the Oregon Trunk yard in Bend, the hazard is one which should be removed in advance of any grade crossing elimination at the Third Street crossing.

Oregon Trunk Railway therefore respectfully urges that the Franklin Avenue crossing be selected as the one to be eliminated at the present time.

Yours truly,

Carey Hart Spencer & McCulloch

General Counsel,
Oregon Trunk Railway.

Duplicate delivered to representatives
of Commission at Portland.

XC

ONLY WESTERN UNION
can carry your answer back by
TELEGRAPH. . *Quickly, accurately*
4-61

...ECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1220-B

WESTERN UNION

(34).

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

1935 DEC 2 PM 3 56

Received at 487 STATE ST. SALEM ORE. TEL. 9221

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

PRAB132 69 DL XC=BEND ORG 2 324P

R H BALDOCK==

STATE HIGHWAY DEPT=

NOTED
State Highway Engineer

123-2

SATURDAY I QUOTED FROM LETTER I WROTE YOU LAST MAY STOP IN YOUR REPLY YOU SAID QUOTE I UNDERSTAND THAT IT WILL BE NECESSARY TO TAKE INTO CONSIDERATION THE WISHES OF THE OFFICIALS OF THE RAILROAD COMPANY AND IT IS QUITE POSSIBLE THAT THEY WILL HAVE A GREAT DEAL TO SAY ABOUT THE ALLOCATION UNQUOTE UNDERSTAND PREFERENCE OF OREGON TRUNK OFFICIALS IS GREATLY IN FAVOR OF FRANKLIN AVENUE CROSSING=

ROBERT W SAWYER.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1220-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(12)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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Received at 437 STATE ST., SALEM, ORG., TEL. 3171

PRE12 204 DL 1/118 XC=BEND ORG 2 1201P

MINUTES IN TRANSIT

1935 DEC 2 PM 2 26

NOTED
State Highway Engineer

R H BALDOCK=
STATE HIGHWAY ENGINEER

NEWS REPORTS FROM SALEM STATE THAT QUOTE BECAUSE PROTESTS ARRIVED AFTER THE PROJECT HAD ALREADY BEEN SUBMITTED TO THE FEDERAL BUREAU OF PUBLIC ROADS THE THIRD STREET UNDERCROSSING JOB IN BEND WILL STAND R H BALDOCK STATE HIGHWAY ENGINEER SAID TODAY STOP BALDOCK SAID THE HIGHWAY COMMISSION TOOK NO ACTION ON OBJECTIONS FROM THE BEND CHAMBER OF COMMERCE AND OTHERS WHO PREFERRED THE FRANKLIN AVENUE PROJECT UNQUOTE WE RESPECTFULLY URGE THAT HAVING HAD NO OPPORTUNITY TO PRESENT A STATEMENT OF OUR VIEWS ON BEHALF OF THE FRANKLIN UNDERCROSSING WHEN MATTER ORIGINALLY CONSIDERED OUR PROTEST FILED IMMEDIATELY ON LEARNING OF THIRD STREET SELECTION SHOULD NOT BE DISREGARDED STOP HAD WE HAD NOTICE AND FAILED TO ACT SITUATION WOULD BE=

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1220-B

CLASS OF SERVICE

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WESTERN UNION

87

(51)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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Ship Radiogram

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Received at 437 STATE ST., SALEM, ORG., TEL. 8171

PRE12 2/86=

1935 DEC 2 PM 2 2

MINUTES IN TRANSIT
FULL-RATE | DAY LETTER

DIFFERENT STOP AFTER ALL FUNDAMENTAL QUESTION IS OR SHOULD BE WHICH CROSSING MORE HAZARDOUS STOP WE ARE JOINING WITH RAILROAD OFFICIALS IN PRESENTING EVIDENCE THAT FRANKLIN IS MORE HAZARDOUS AND WE URGE THAT COMMISSION SHOULD GIVE CONSIDERATION OF THIS EVIDENCE AND NOT CLOSE MATTER ON BEHALF OF UNADVERTISED HEARING STOP UNDERSTAND SIGNED PROGRAM NOT YET FILED WITH BUREAU PUBLIC ROADS STOP PLEASE CALL FOREGOING STATEMENT TO ATTENTION OF HIGHWAY COMMISSIONERS AND OBTAIN THEIR CONSIDERATION OF FACTS PRESENTED SATURDAY STOP UNDERSTAND NOT TOO LATE TO CHANGE PROGRAM=

BEND CHAMBER OF COMMERCE.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

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WESTERN UNION

(40)

SIGNS

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LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is Standard Time at point of origin. Time of receipt is Standard Time at point of destination.

Received at 239 Southwest Broadway, Corner Oak, Portland, Org. Always Open 1935 NOV 30 PM 2 41

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

BD27 40 XC=BEND ORG 30 238P

S H BALDOCK, STATE HIGHWAY ENGINEER=
AUDITORIUM PUBLIC SERVICE BLDG PORTLAND ORG=

BEND CITY COMMISSION ENDORSE CHAMBER COMMERCE WIRE AND PROTEST ANY CONTEMPLATED HIGHWAY ROUTE CHANGE STOP GREATEST HAZARD WILL NOT BE ELIMINATED BY THIRD STREET IMPROVEMENT AND ANYTHING TENDING TO INCREASE TRAVEL ON THIRD STREET BETWEEN FRANKLIN AND GREENWOOD INCREASES HAZARD=

FRED SIMPSON MAYOR.

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE

MEAN CONTINUED USE OF FRANKLIN STOP TWO MAIL STAGES USE FRANKLIN TWICE DAILY ON RUN BETWEEN SOUTHERN POINTS AND BEND POST OFFICE AT CORNER OF FRANKLIN AND WALL STOP RURAL CARRIER MAKES FIRST DELIVERY ON FRANKLIN JUST WEST OF TRACKS STOP SCHOOL BUSES USE FRANKLIN TWICE DAILY TRANSPORTING PUPILS TO AND FROM HIGH SCHOOL WHICH IS SOUTH OF FRANKLIN ON WALL AND THEIR HOMES ON SOUTH HIGHWAY STOP MANY PUPILS OF ALLEN SCHOOL WHICH IS ON THIRD STREET

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1220-S

CLASS OF SERVICE

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WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS

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Ship Radiogram

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Received at 239 Southwest Broadway, Portland, Ore. 1935 NOV 30 PM 1 02

MINUTES IN TRANSIT

FULL-RATE	DAY LETTER

BD19 290 DL1/163 XC=BEND ORG 30 1210P

R H BALDOCK=
STATE HIGHWAY COMMISSION AUDITORIUM PUBLIC SERVICE
BLDG=PORTLAND ORG=

WE URGE RECONSIDERATION OF DECISION REGARDING UNDERCROSSINGS IN BEND ON FOLLOWING GROUNDS STOP OUR UNDERSTANDING IS THAT PRIMARY PURPOSE OF FUND ALLOCATION IS ELIMINATION OF HAZARDS AND IT CAN BE DEMONSTRATED THAT FRANKLIN CROSSING IS THE MOST HAZARDOUS IN THIS VICINITY AND WILL CONTINUE TO BE SO EVEN THOUGH THIRD STREET GRADE SEPARATION CARRIED OUT AND HIGHWAY ROUTED VIA GREENWOOD STOP BULK OF CITY POPULATION CONCENTRATED SOUTH AND WEST OF FRANKLIN IN AREA NEAR MILLS AND ITS TRAVEL HABITS TO THE SOUTH ON DALLES CALIFORNIA MEAN CONTINUED USE OF FRANKLIN STOP TWO MAIL STAGES USE FRANKLIN TWICE DAILY ON RUN BETWEEN SOUTHERN POINTS AND BEND POST OFFICE AT CORNER OF FRANKLIN AND WALL STOP RURAL CARRIER MAKES FIRST DELIVERY ON FRANKLIN JUST WEST OF TRACKS STOP SCHOOL BUSES USE FRANKLIN TWICE DAILY TRANSPORTING PUPILS TO AND FROM HIGH SCHOOL WHICH IS SOUTH OF FRANKLIN ON WALL AND THEIR HOMES ON SOUTH HIGHWAY STOP MANY PUPILS OF ALLEN SCHOOL WHICH IS ON THIRD STREET

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

PRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1220-S

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WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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Received at 320 Southwest Broadway, Portland, Org.

1935 NOV 30 PM 1 03

BD19 2/127=

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

CROSS TRACKS ON FRANKLIN DAILY STOP HIGH SCHOOL ATHLETIC FIELD IS ON THIRD AND SCHOOL ATHLETES USE FRANKLIN GOING BETWEEN IT AND GYMNASIUM AT HIGH SCHOOL WHILE ON GAME DAYS FRANKLIN USED BY PUBLIC GENERALLY STOP FRANKLIN IS NATURAL ROUTE IN AND OUT OF TOWN FOR ALL TRAVEL LOCAL AND TOURIST THAT HAS OCCASION TO COME INTO BUSINESS SECTION STOP IN SHORT FRANKLIN HEAVILY USED AND USE BOUND TO CONTINUE STOP WITCHELL FULLY ADVISED REGARDING OPPOSING TRAIN MOVEMENTS WHICH AMOUNT TO OVER EIGHT HOURS A DAY AT FRANKLIN TO LESS THAN HALF HOUR AT THIRD STOP SCHOOL AUTHORITES ADVISE THAT HUNDRED AND TWENTY FIVE ALLEN SCHOOL PUPILS LIVE WEST OF TRACKS AND USE FRANKLIN AND ABOUT TWO HUNDRED HIGH SCHOOL STUDENTS LIVING EAST OF TRACKS USE FRANKLIN=

BEND CHAMBER OF COMMERCE.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1220-S

CLASS OF SERVICE

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WESTERN UNION

(06)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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Received at 239 Southwest Broadway, Portland, Ore

1935 NOV 30 PM 1 10

BD 20 176 DL COUNT PCTNS 5 XC=BEND ORG 30 1210P

UTES IN TRANSIT

FULL-RATE	DAY LETTER

R H BALDOCK=
STATE HIGH WAY COMMISSION AUDITORIUM PUBLIC SERVICE
BLDG PORTLAND ORG=

ON MAY 17 I WROTE YOU AS FOLLOWS " I UNDERSTAND THAT STUDIES HAVE BEEN MADE OF THREE CROSSINGS ONE OUT TOWARD LAPINE AND THE OTHER TWO HERE IN TOWN STOP I WOULD LIKE TO SUGGEST THAT UNLESS ALL ARE TO BE DONE THE ORDER OF PREFERENCE SHOULD BE (1) FRANKLIN AVENUE (2) THIRD STREET (3) THEDALLES CALIFORNIA NEAR LAPINE STOP THIS SUGGESTION IS BASED ON THE PROPOSITION THAT THE DANGER TO THE PUBLIC IN USING THESE CROSSINGS IS GREATEST ON FRANKLIN AVENUE AND LEAST (BY FAR) ON THEDALLES CALIFORNIA STOP TRAFFIC MOVEMENT BOTH BY VEHICLE AND PEDESTRIANS ACROSS THE TRACKS AND BY TRAINS ACROSS THE AVENUE IS MUCH THE GREATEST ON FRANKLIN STOP MANY SCHOOL CHILDREN CROSS THE TRACKS GOING TO AND FROM SCHOOL THE HIGH SCHOOL BEING WEST OF THE TRACKS AND THE GRADE SCHOOL EAST STOP THE SCHOOL ATHLETIC FIELD IS TO THE EAST STOP BUILDINGS OBSCURE THE VIEW OF FRANKLIN" I URGE THE CONTINUED SOUNDNESS OF THE FOREGOING STATEMENT IN CONNECTION WITH YOUR PRESENT GRADE CROSSING STUDY=

ROBERT SAWYER.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

123-2

CAREY, HART, SPENCER AND McCULLOCH
(CAREY AND KERR)
LAW OFFICES
1410 YEON BUILDING
PORTLAND, OREGON

CHARLES A. HART
OMAR C. SPENCER
CHARLES E. McCULLOCH
FLETCHER ROCKWOOD
IVAN F. PHIPPS
DAVID L. DAVIES
PHILIP CHIPMAN

November 29, 1935.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Oregon Trunk Railway has been advised that the Commission in selecting a grade crossing elimination project at Bend, has decided upon the Third Street crossing of The Dalles-California Highway over a track of the Oregon Trunk Railway, and has rejected the suggested choice of the Franklin Avenue crossing.

The Railway Company strongly urges that this matter be reconsidered. The railway track crossed by Third Street leads to the Oregon Trunk roundhouse and wye track. It is also used as the connection to the Great Northern line to the south. But there is but one Great Northern train in each direction daily, and the total rail movement on the track across Third Street is much lighter than the rail traffic which moves over the Franklin Avenue crossing. Therefore the need for the elimination of the Franklin Avenue grade crossing is far more urgent.

We assume that the Commission's decision in favor of the Third Street project and against the Franklin Avenue project is based to some extent upon the probability that ultimately The Dalles-California Highway will be routed into town easterly of the railway track and will cross the track at an existing undercrossing near the railway station. But even if this change takes place, a great deal of the highway traffic will continue into Bend from the south via the Franklin Avenue crossing, and since Franklin Avenue crosses tracks which are constantly in use as a part of the Oregon Trunk yard in Bend, the hazard is one which should be removed in advance of any grade crossing elimination at the Third Street crossing.

Oregon Trunk Railway therefore respectfully urges that the Franklin Avenue crossing be selected as the one to be eliminated at the present time.

Yours truly,

Carey Hart Spencer McCulloch
General Counsel,
Oregon Trunk Railway.

Duplicate delivered to representatives
of Commission at Portland.

FORM 5-0-1 32778 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

123-2

November 28, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. O. Smith.

REFERRED TO
Glaisyer

Ask Smith & Lowe map accompanying this letter for Com. meeting

Dear Sir:

In response to your request I have prepared an estimate of cost covering the changing of the routing of the Dalles-California Highway from the intersection of Franklin and Hill streets to the intersection of East Third and Scott Streets, which detailed estimate is appended hereto.

The cost of the improvement is figured at $46,100 of which $12,000 is for the necessary right of way and the balance for the grading, paving and other construction items.

The present route follows Franklin street east to East Third street at which intersection it turns south on the last named street. This routing involves, at present, the crossing of the main line and switch yards of the Oregon Trunk Railroad and the main line of the Great Northern Railroad both of which are crossed at grade. On the attached map this route is shown in green. The alternate route, shown in red, would leave Franklin street at Hill street and connect with the old route on East Third street near Scott street. This route crosses the wye track of the Oregon Trunk Railroad and the switch track which leads into the two mills. Previous to 1927 the line of the Highway followed closely the line now proposed (see red dotted line on map) but was discontinued due to the bad alignment.

Regardless of the routing selected there will be two grade crossings involved but the train movements on the Scott street are considerable less than on the present route. The train movements on Franklin street, present route, are carried on intermittently throughout the entire day and it is estimated that the switching takes about five hours per day, on the Third Street crossing the train movements are limited to about 45 minutes per day. The wye track on the Scott Street route is crossed by trains six or seven times per day and the track, known as track 3, into the mills is occupied by crossings for about fifteen to thirty minutes per day.

The visibility of the crossings on the present route is much better than on the proposed route due to the more numerous improvements along the latter.

It has been and still is my thought that undercrossing should be constructed on the present route but since there is evidently insufficient funds for that plan the question resolves its self into this; Is the danger of accidents on the new line reduced to such an extent as would justify the expenditure of $46,000?

The hazzard exists at all four crossings now and will ontinue to exist after the new line is built and from the stamp point of the motorist I would not judge that the expenditure would be justified.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encls.

ESTIMATE OF COST
SCOTT STREET BY-PASS
CITY OF BEND

THE DALLES-CALIFORNIA HIGHWAY

5" Asphaltic Pavement	12,000	sq. yds.	@	$2.00	24,000.00
Grading	12,000	sq. yds.	@	0.15	1,800.00
Curbs	5,000	lin. ft	@	0.55	2,750.00
Drainage, Gravel Walks etc.					2,450.00
					$ 31,000.00
Engineering & Contingencies					3,100.00
					$ 34,100.00
Right of Way					12,000.00
Total					$ 46,100.00

ESTIMATE OF COST

RIGHT OF WAY

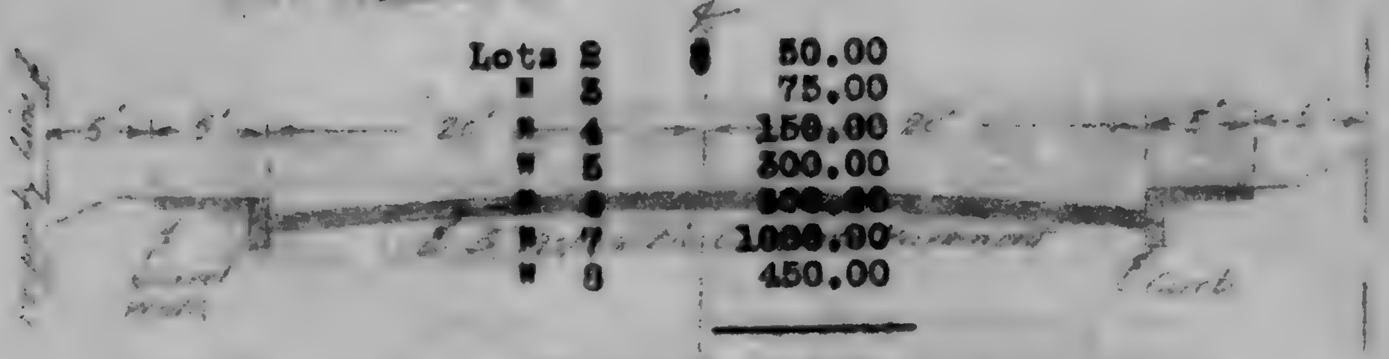
SCOTT STREET BY-PASS

CITY OF BEND

RIGHT OF WAY ESTIMATE

PARK ADDITION

Block 30



Lots	2	$ 50.00
"	3	75.00
"	4	150.00
"	5	300.00
"	6	500.00
"	7	1000.00
"	8	450.00
		$ 2525.00

TERMINAL ADDITION

Block 3

Lots	4	$ 150.00
"	5	3000.00
"	6	200.00
"	8	250.00
"	9	1000.00
"	10	600.00
"	11	150.00
		$ 5350.00

Total	10,025.00
20% Allow	1,975.00
	$ 12,000.00

Block 4

Lot	1	2000.00
"	2	150.00
		$ 2150.00

CARL G. WASHBURNE, EUGENE
H. H. GLAISYER, SECRETARY

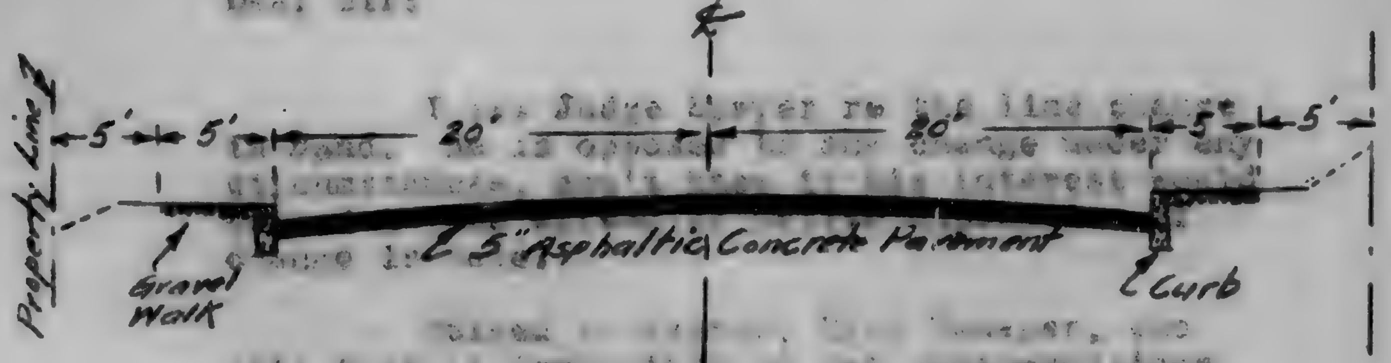
OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER

TYPICAL SECTION

SCOTT STREET BY-PASS

CITY OF BEND

THE DALLES - CALIFORNIA HIGHWAY



COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

I saw Judge Sawyer re the line change in Bend. He is opposed to any change under any circumstances, don't know if his interest would extend to the extend of active opposition if change is made.

Talked to Reiter, City Manager, who felt that if impossible to get undercrossings on the present line that he would be in favor of the change, thought it would minimize the danger to some extent, which is true. Reiter did not wish to be quoted so do not bring his name into any discussions.

Mr. Peoples, Secretary of Chamber of Commerce said that, the matter had been discussed by the Chamber but no decision had been reached. Personally he favored it if there was no chance for an undercrossing.

Personally I have changed my own mind about a dozen times today but could not find any decisive answer to the question and finally began to doubt the advisability of such an expenditure. Railroad people may have some rights of which I have no knowledge, it would help them by reducing number of people crossing at Franklin. Station Agent thought change would be great held to them and was heartily in favor.

Very truly yours,

NOTED

K. D. LYTLE
DIVISION ENGINEER

CABELL, Chairman, Portland
ALDRICH, Pendleton
CARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

RECEIVED
NOV 23 1935

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of K. D. LYTLE, Division Engineer
BEND, OREGON

November 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

In response to your request I have prepared an estimate of cost covering the changing of the routing of the Dalles-California Highway from the intersection of Franklin and Hill streets to the intersection of East Third and Scott Streets, which detailed estimate is appended hereto.

The cost of the improvement is figured at $46,100 of which $12,000 is for the necessary right of way and the balance for the grading, paving and other construction items.

The present route follows Franklin street east to East Third street at which intersection it turns south on the last named street. This routing involves, at present, the crossing of the main line and switch yards of the Oregon Trunk Railroad and the main line of the Great Northern Railroad both of which are crossed at grade. On the attached map this route is shown in green. The alternate route, shown in red, would leave Franklin street at Hill street and connect with the old route on East Third street near Scott street. This route crosses the wye track of the Oregon Trunk Railroad and the switch track which leads into the two mills. Previous to 1927 the line of the Highway followed closely the line now proposed (see red dotted line on map) but was discontinued due to the bad alignment.

Regardless of the routing selected there will be two grade crossings involved but the train movements on the Scott street are considerable less than on the present route. The train movements on Franklin street, present route, are carried on intermittently throughout the entire day and it is estimated that the switching takes about five hours per day, on the Third Street crossing the train movements are limited to about 45 minutes per day. The wye track on the Scott Street route is crossed by trains six or seven times per day and the track, known as track 3, into the mills is occupied by crossings for about fifteen to thirty minutes per day.

The visibility of the crossings on the present route is much better than on the proposed route due to the more numerous improvements along the latter.

It has been and still is my thought that undercrossing should be constructed on the present route but since there is evidently insufficient funds for that plan the question resolves its self into this; Is the danger of accidents on the new line reduced to such an extent as would justify the expenditure of $46,000?

The hazzard exists at all four crossings now and will cntinue to exist after the new line is built and from the stanp point of the motorist I would not judge that the expenditure would be justified.

Very truly yours,

K. D. Lytle
K. D. LYTLE
DIVISION ENGINEER

kdl/e
encls.

ESTIMATE OF COST
SCOTT STREET BY-PASS
CITY OF BEND
THE DALLES-CALIFORNIA HIGHWAY

5" Asphaltic Pavement	12,000 sq. yds.	@ $2.00	24,000.00
Grading	12,000 sq. yds.	@ 0.15	1,800.00
Curbs	5,000 lin. ft	@ 0.55	2,750.00
Drainage, Gravel Walks etc.			2,450.00
			$ 31,000.00
Engineering & Contingencies			3,100.00
			$ 34,100.00
Right of Way			12,000.00
Total			$ 46,100.00

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ESTIMATE OF COST

RIGHT OF WAY

SCOTT STREET BY-PASS

CITY OF BEND

RIGHT OF WAY ESTIMATE

PARK ADDITION

Block 30

Lots 2	$ 50.00
" 3	75.00
" 4	150.00
" 5	300.00
" 6	500.00
" 7	1000.00
" 8	450.00
	$ 2525.00

TERMINAL ADDITION

Block 3

Lots 4	$ 150.00
" 5	3000.00
" 6	200.00
" 8	250.00
" 9	1000.00
" 10	600.00
" 11	150.00
	$ 5350.00

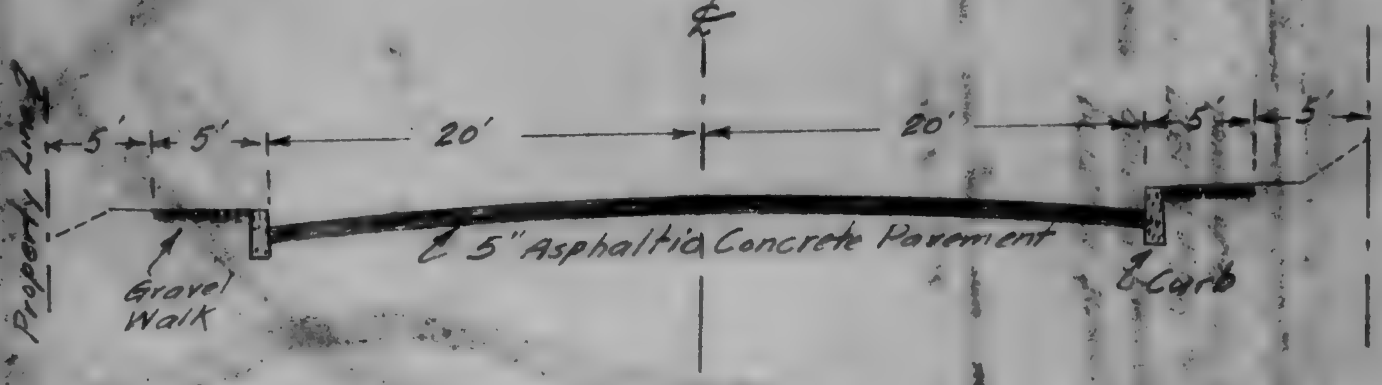
Block 4

Lot 1	2000.00
" 2	150.00
	$ 2150.00

Total	10,025.00
20% Allow	1,975.00
	$ 12,000.00

RECEIVE
NOV 23 1935
CONST

TYPICAL SECTION
SCOTT STREET BY-PASS
CITY OF BEND
THE DALLES - CALIFORNIA HIGHWAY



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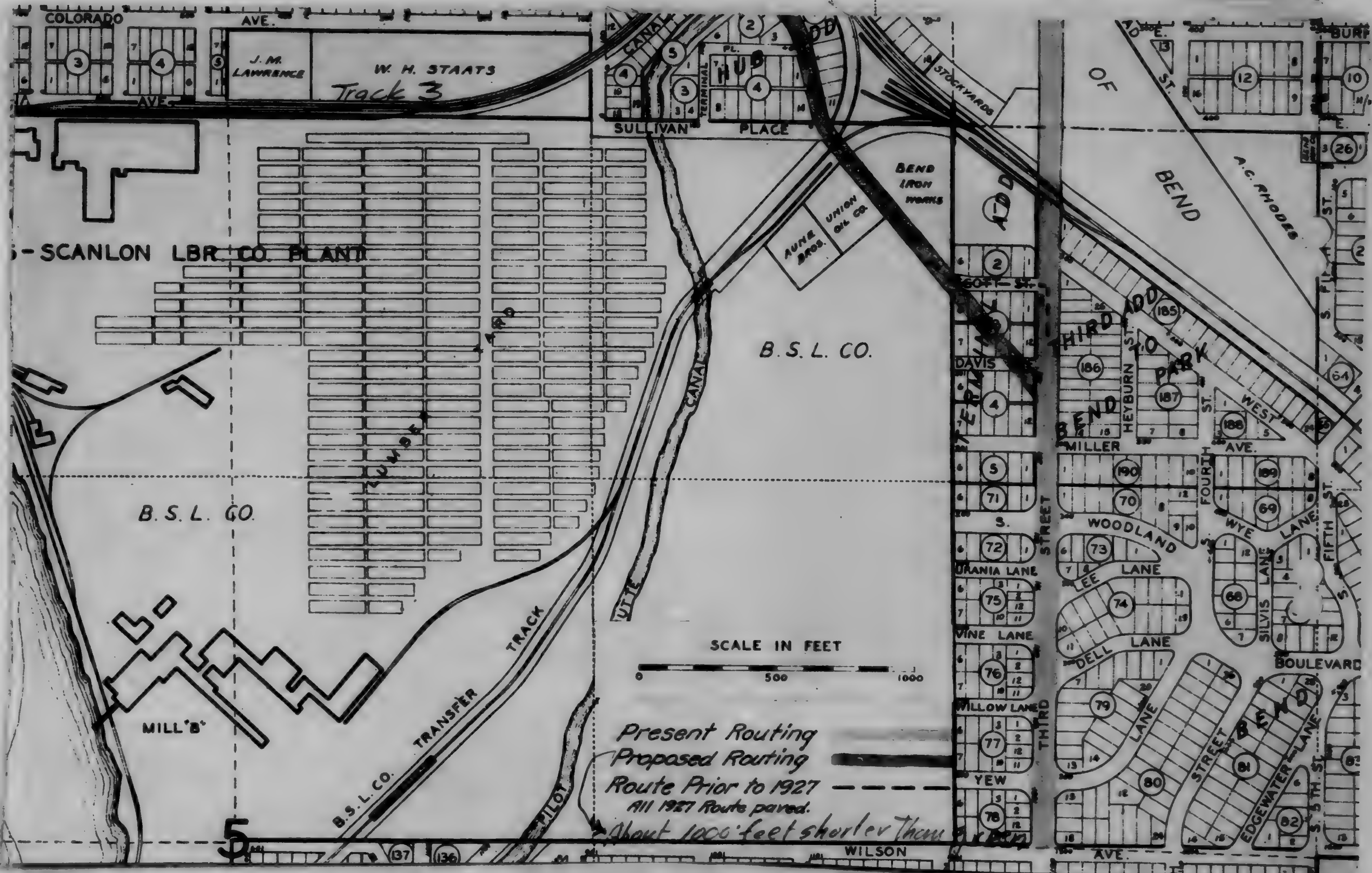
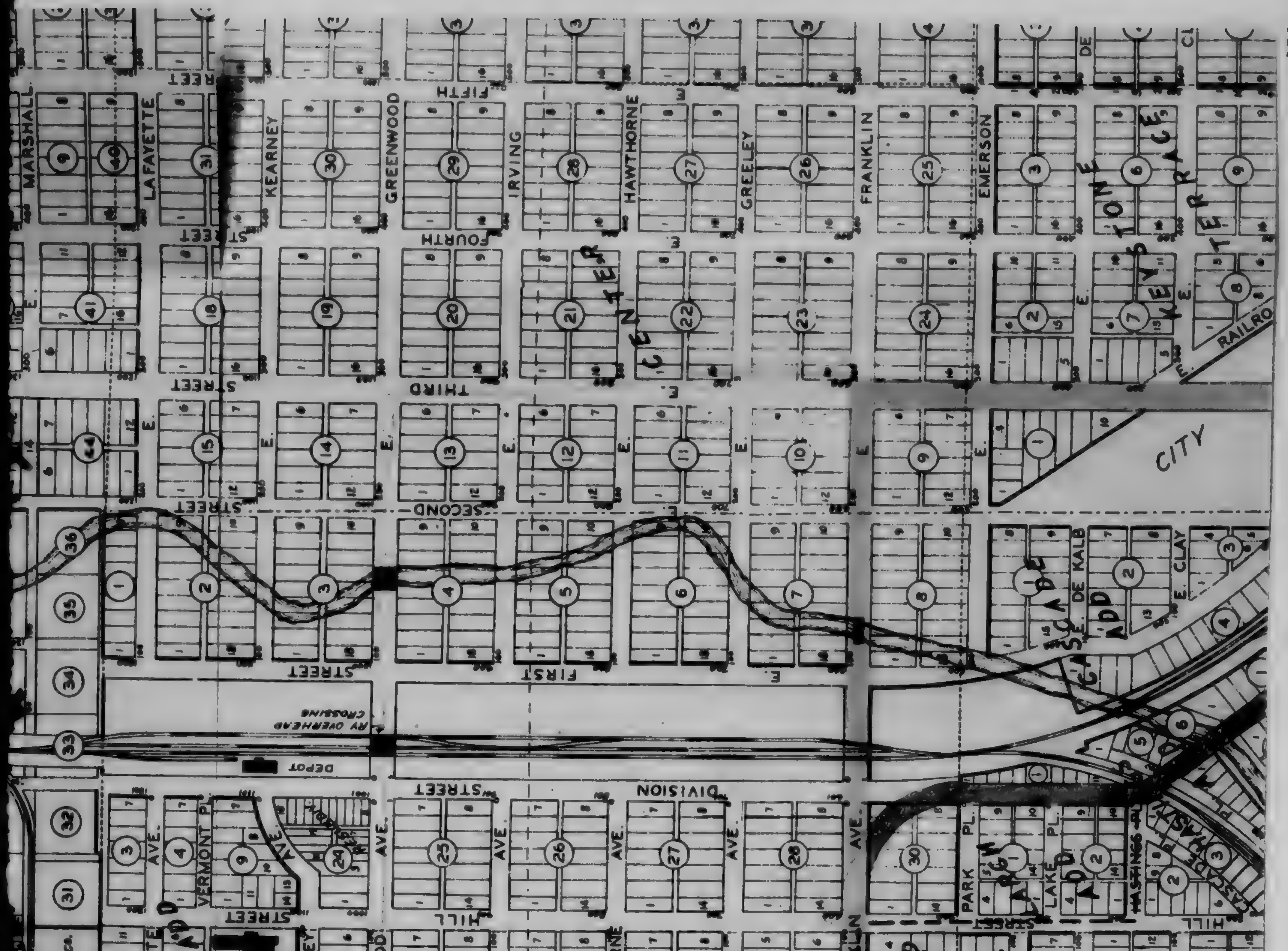
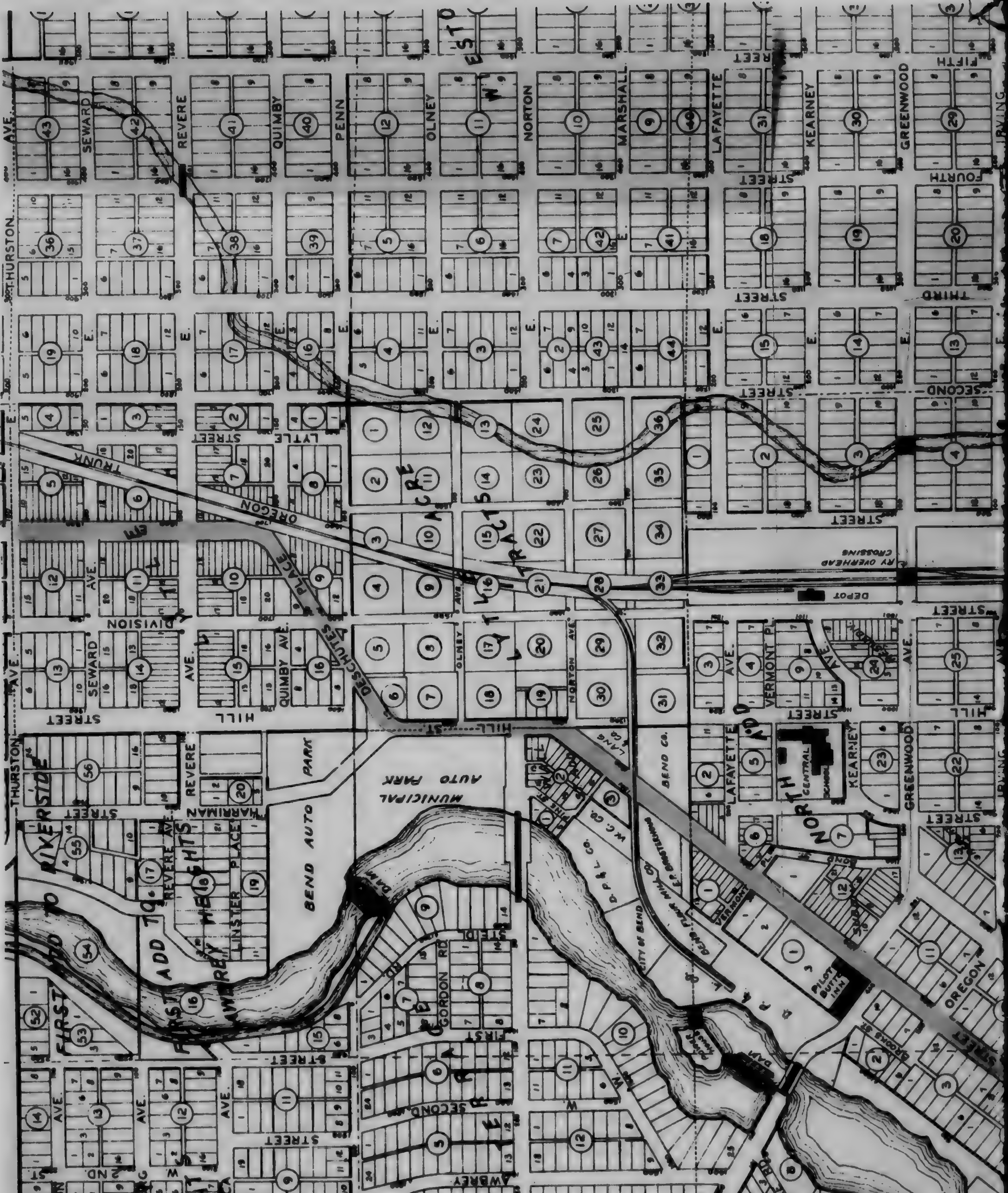

COLORADO AVE.
J. M. LAWRENCE
W. H. STAATS
Track 3
CANAL
HUB
TERMINAL PL.
SULLIVAN PLACE
STOCKYARDS
BEND IRON WORKS
UNION OIL CO.
AUNE BROS.
-SCANLON LBR. CO. PLANT
LUMBER YARD
B. S. L. CO.
B. S. L. CO.
MILL "B"
B. S. L. CO. TRANSFER TRACK
PILOT BUTTE CANAL
SCALE IN FEET
0
500
1000
Present Routing
Proposed Routing
Route Prior to 1927
All 1927 Route paved.
About 1000 feet shorter than [illegible]
5
WILSON AVE.
THIRD STREET
TERMINAL ADD
SCOTT ST.
DAVIS
URANIA LANE
VINE LANE
WILLOW LANE
YEW
THIRD ADD TO PARK
BEND
HEYBURN ST.
MILLER AVE.
WEST
FOURTH ST.
WOODLAND
LEE LANE
DELL LANE
WYE LANE
SILVIS LANE
FIFTH ST.
BOULEVARD
STREET
EDGEWATER LANE
5TH ST.
OF BEND
A. C. RHODES
BURT
E. ST.


MARSHALL
LAFAYETTE
KEARNEY
GREENWOOD
IRVING
HAWTHORNE
GREELEY
FRANKLIN
EMERSON
FIFTH
FOURTH
THIRD
SECOND
FIRST
STREET
E.
CENTER
KEYSTONE TERRACE
CITY
RAILRO
CASCADE ADD
DE KALB
E. CLAY
RY OVERHEAD CROSSING
DEPOT
DIVISION STREET
VERMONT PL.
AVE.
HILL STREET
PARK PL.
LAKE PL.
HASTINGS PL.
CASCADE
NORTH ADD
CENTRAL SCHOOL
BEND CO.
HARRIMAN STREET
ST CHARLES HOSPITAL
CATHOLIC CHURCH TRACT
PARK ADD
BEND
ROAD
OREGON
MINNESOTA
STREET
32
PILOT BUTTE INN
BROOKS ST
FRANKLIN AVE.
BOND
WALL
LOUISIANA
HIGH SCHOOL
KANSAS AVE.
LAVA
HUNTER
SISEMORE STREET
CHAMBERLAIN AVE.
STAATS ADD
LAVA
FLORIDA
DELAWARE
STAATS STREET
BOND
CITY OF BEND


THURSTON AVE.
SEWARD
REVERE
QUIMBY
PENN
OLNEY
NORTON
MARSHALL
LAFAYETTE
KEARNEY
GREENWOOD
IRVING
W. 1ST
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
LYTLE STREET
OREGON TRUNK
DIVISION
SEWARD AVE.
QUIMBY AVE.
DESCHUTES PLACE
HILL STREET
HILL ST.
ACRE TRACTS
LYTLE
RY OVERHEAD CROSSING
DEPOT
DEPOT STREET
VERMONT PL.
HILL STREET
NORTH ADD
CENTRAL SCHOOL
BEND CO.
LANG
MUNICIPAL AUTO PARK
BEND AUTO PARK
HARRIMAN STREET
RIVERSIDE
FIRST ADD TO RIVERSIDE
FIRST ADD TO MCCREERY HEIGHTS
REVERE AVE.
LINSTER PLACE
D. P. & L. CO.
W. G. & O.
CITY OF BEND
PILOT BUTTE INN
OREGON STREET
BROOKS ST.
GORDON RD.
FIRST STREET
SECOND STREET
AWBREY ROAD
W. 3RD ST.
WILMINGTON
VICKSBURG
UTICA
1ST ST.
2ND
WEST HILLS
OREGON

FORM 5-A-1 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

123-2

OREGON STATE HIGHWAY COMMISSION

SALEM

November 18, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

Will you kindly submit a reconnaissance estimate of the cost, a ccompanied by a sketch map, analyzing the practicability of eliminating the railroad crossings at 3rd Street and Franklin Street in Bend by means of relocation. Mr. Baldock considers it practical to bypass these crossings by constructing a short section of highway west of the Great Northern and which will cross the two switching tracks at grade. Mr. Mitchell, Chief Engineer of the S.P. & S., has advised that the switching on these connections is rather light and will not be bothersome to the highway.

It is my recollection that a route similar to this was once used by the highway before, but that it was changed to the present route to avoid this switching.

Please discuss all these features in your reconnaissance report. The S.P. & S. feel that they have not received their fair allocation, and consequently it may be advisable to assign some of the savings to that railroad.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT #1858

24-2303 Shop Building, Salem

1936

1858

#1858

x

RECEIVED
NOV 12 1936
FOR FILING

24-2303

NOV 12 1936

MERRILL D. OHLING
INSURANCE
275 STATE ST. PHONE 8484
SALEM, OREGON

November 10, 1936

State Highway Commission,
Salem, Oregon.

Attention: H. B. Glaisyer

Gentlemen:

We wish to acknowledge receipt of your favor of November 7, stating that A. J. Anderson has completed Contract No. 1858 and that final settlement will be made on November 17, 1936.

We are passing this information along to the Company for their records and wish to thank you for your courtesy in the matter.

Very truly yours,

MERRILL D. OHLING, INSURANCE

By Merrill D. Ohling

O:R

#1858

RECEIVED
NOV 9 193
FOR FILING

24-2303

November 7, 1936

Great American Indemnity Company,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1858 for the construction of a frame shop building at Salem, has been completed by the contractor, A. J. Anderson, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 17, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $12,543.00 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

FORM B-B-1 5M 3-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FOR FILING

24-23[illegible]3

October 29, 1936

Mr. A. J. Andersen
440 Water Street
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

We are in receipt of two more complaints from former employes who worked on the Highway Sign Shop Building, contract No. 1888.

One of these men, Mr. V. A. Johnson, who has worked according to information obtained from the certified transcript of labor pay roll submitted for this job, a total of 253 hours at a rate of .75 per hour. He claims he was required to furnish his own tools and do the work of a skilled carpenter, which he claims entitles him to a rate of $1.20 per hour.

Upon investigation of this claim I am informed by the Employment Service that this man was never certified by them to work on this job, and if this is the actual condition, this man is entitled to receive his pay at the rate of $1.20 per hour instead of 75 cents per hour. Unless evidence is submitted that this man was certified to the job, it will be required that receipts in triplicate be furnished this office showing that Mr. Johnson has been paid the additional amount of $113.85, as due him under the contract specifications.

The other complaint is from Mr. Horace Bell, who worked, according to the transcript of labor pay roll submitted for this job, a total of 248 hours. This man claims he was required to do the work of a skilled carpenter and claims he is eligible to receive payment for wages at the rate of $1.20 per hour instead of at the rate of 75 cents per hour.

Your attention is called to that part of the specifications for this job, which in substance states that payment of the final estimate is held until all outstanding bills are paid which were incurred on this job.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

RW LD

cc R. H. Baldock
Ray Webber
M. Stephensen

FORM 6-2-1 2500 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

24-23

September 12, 1936

Mr. A. J. Andersen
440 Water Street
Salem, Oregon

Dear Sir:

Reference is made to our letter to you dated September 11, 1936.

This is to acknowledge receipt from you of signed statements from the following men certifying that they have been paid all wages due them on the Salem Sign Shop Building:

Hugo Mayerhoefer
Christie Otto
Geo. W. Herschbach
E. A. Johnson

The estimate which has been held up pending settlement of wage claims with these men, is now released.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

WAR LD
cc R. H. Baldock ✓
M. Stephenson
Ray Webber

FORM B-E-1 2000 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

24-2303

September 11, 1936

Mr. A. J. Andersen
440 Water Street
Salem, Oregon

Re: Salem Sign Shop Building

Dear Sir:

We have at hand several complaints made by carpenters whom you have paid as intermediate labor but that claim they were required to do skilled carpenter work. In checking back through your certified transcript of labor payrolls, it is found that you have not carried anyone as a skilled carpenter.

In view of this condition, we are withholding payment of future estimates until this matter has been satisfactorily explained or adjusted.

Our Labor Engineer, Mr. Ray Webber, will be in the Salem Office all day Monday, September 14th, to discuss this matter with you if you so desire.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

WAR LD
cc R. H. Baldock ✓
H. Stephenson
Ray Webber

#1858

x

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

MERRILL D. OHLING
RESIDENT AGENT
275 STATE ST.

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

WILLIAM H. KOOP
PRESIDENT

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

SALEM, OREGON

24-2303

RECEIVED
AUG 27 1936
OREGON

August 26, 1936

State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer, Secretary

Gentlemen:

We wish to acknowledge receipt of your favor dated August 25, stating that you are about to make semi-final payment to A. J. Anderson on Contract No. 1858.

This letter has been referred to the company for their attention.

Thanking you, we are

Very truly yours,

Merrill D. Ohling
MERRILL D. OHLING, INSURANCE

MDO:P

#1858

24-2303

August 25, 1938

Great American Indemnity Company,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. J. Andersen on Contract No. 1858 for the construction of a frame building on the State Highway Shops at Salem. This payment will be made on or after September 4, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

24-2303

May 12, 1936

Great American Indemnity Co.
Merril D. Ohling, Agent
275 State St.
Salem, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of contract #1858, awarded to A. J. Anderson on April 17, 1936, for the construction of a 48' x 96' frame building to house the Highway Commission Sign Shop on Oregon State Highway Commission property east of the Salem City limits, Marion County.

This copy is sent for your records and files, since you appear as surety on the bond.

Very truly yours,

Secretary

DP

24-2303

May 12, 1936

A. J. Anderson
440 N. Water St.
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of contract # 1858, awarded to you on April 17, 1936, for the construction of a 48'x[illegible] frame building to house the Highway Commission Sign Shop on Oregon State Highway Commission property east of the Salem City limits, Marion County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

24-2303

April 29, 1936

Mr. A. J. Anderson,
440 No. Water St.,
Salem, Oregon

Dear Sir:

We hand you, herewith, four copies of State Highway Contract No. 1858 which was awarded to you on April 17 for the construction of a frame building on the Highway Commission's property east of Salem.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the last paragraph on Page 6 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is calso called to the page immediately preceding the printed Special Provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

handed to Merrill Ohling in person 4/30/36

24-2303

April 20, 1936

A. J. Anderson
440 N. Water St.
Salem, Oregon

Dear Sir:

The State Highway Commission awarded to you on Friday, April 17, 1936, the contracts covering the construction of a 48' x 96' two-story frame building on the Oregon State Highway Commission property east of the city limits of Salem in Marion County, based on your bid of $12,964.00.

You may consider this letter as your authority and our request to start operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
cc ~~S. H. Probert~~
W. E. Chandler

CONTRACT # [redacted] 1859

NRH 139-C Hot Lake-LaGrande Sec., 1936
Old Oregon Trail Hwy.
#1859

RECEIVED
AUG 21 1937
FOR FILING

6-1

June 24, 1937.

Memorandum to accompany final voucher in triplicate on Oregon U. S. Public Works Project NRH 139-G (1935), covering the period April 30, 1936, to June 17, 1936, submitted in the amount of $296.94. The voucher has been reduced $73.00.

The voucher as submitted claims payment in the amount of $296.94 whereas only $223.94 may be allowed. Necessary corrections have been made and the voucher is being passed for payment in the amount of $223.94.

Division of Control

By ______________________
Chief Accountant.

ITEMS ELIMINATED

The engineering salaries claimed includes the salary of Inspector E. W. Erickson for June, July, August and September, 1936, for work performed after the project was completed and accepted. This charge is not eligible for Federal participation. $206.69

Since the voucher does not claim all of the eligible engineering items, this disallowance will result in a net reduction of $73.00.

RECEIVED
MAY 25 1937
FOR FILING
139-C

May 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of May 15, 1937, concerning the variations in the quantities of alkali soil replacement and willow trees on the La Grande-Hot Lake Landscaping Project, Project No. WPH 139-C (1935).

The nature of the existing soil and the quantity of replacement required was rather difficult to accurately determine prior to actual construction and it was due to this condition that considerable more work was necessary than the preliminary investigation indicated.

The underrun in the quantity of willow trees appears to have been occasioned principally on account of error in the compiling of the number required.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
MAY 24 1937
FOR FILING
139-C

May 22, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of May 15, 1937, concerning the variations in the quantities of willow trees and alkali soil replacement on the La Grande-Hot Lake Landscaping Project, Project No. NRH 139-C (1935).

Please be advised that these variations were occasioned principally by erroneous preliminary estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

RECEIVED
[illegible] 17 1937
OREGON
STATE HIGHWAY COMMISSION

May 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please advise us as to the reasons for the underrun in quantity of willow trees and the overrun in quantity of alkali soil replacement on Oregon USPW project NRH 139-C (1935), LaGrande-Hot Lake landscaping.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#1859

RECEIVED
NOV 23 1936
FOR FILING

139-e

November 23, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are here by notified that State Highway Contract No. 1859 for the construction of the windbreak planting on the La Grande-Hot Lake Section of the Old Oregon Trail in Union County, has been completed by the contractors, Hart Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 5, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $2,977.08, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 16 1936
FOR FILING

13 9-

November 13, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

This is to inform you that the Hart Construction Company has satisfactorily completed the LaGrande-Hot Lake windbreak planting, Contract No. 1859. The Hart Construction Company has conformed to all specification requirements and has furthermore made all replacements under the terms of the contract. The date of completion was October 31, 1936. I therefore recommend that the Hart Construction Company be paid accordingly.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

By

H. G. SMITH,
Construction Engineer.

By

GEO. H. OTTEN,
Landscape Engineer.

GHO:AM
cc R. H. Baldock
H. G. Smith

Form [illegible]

139-C

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sat. November 7th, 1936

Section La Grande - Hot Lake

Kind of work Windbreak Planting

Highway OLD OREGON TRAIL

Section prefix 31 - 1107

Contractor HART CONST. CO.

Contract number 1859

Date of contract APRIL 17th, 1936

Date of completion MAY 31st, 1936

Date work started " 30th, 1936

Estimated date of completion JUNE 15th, 1936

Amount of contract $3,742.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed JUNE 17th, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job completed October 31, 1936

Attached find statement from HART CONST. CO.
for EXTRA WORK.

NOTED
H. N. [illegible]

NOTED
[illegible] H. [illegible]

Signed E W Erickson

Address IRRIGON, OREGON.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	COLD	(Snow in Blue Mts.)	
Monday	"		
Tuesday	RAIN		
Wednesday	COLD		
Thursday	"		
Friday	"		
Saturday	"		

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

139-e

October 21, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. W. Eriksen,
Inspector,
Irrigon, Oregon.

RE:- La Grande-Hot Lake Planting

Dear Eric:

As per our telephone conversation this A.M., we have permission to water the willows on the La Grande-Hot Lake planting.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer,

By

George H. Otten,
Landscape Engineer.

Dictated by
L. N. Dow
H.

CC to
R. H. Baldock ✓
H. G. Smith
W.C. Williams

NOTED
State Highway Engineer

Form 9-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

139-C

October13, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Ore.

Dear Sir:

Reference is made to your letter of October 8, 1936, in which a copy of a letter was enclosed written to Dr. L. I. Hewes, from the office of Mr. R. E. Toms, Chief of the Division of Design. The enclosed letter took exception to our plant selection for a wind-break on our U.S. Public Works Highway Project No. W.R.H. 139-C(1935).

Specific reference is made to items numbered 1, 2, 3 on page one of the enclosure in order as follows:

1 - Golden Willow was chosen only after specimen growths from existing willows were taken to the local agricultural agent for purposes of identification. These samples were collected from native trees actually growing adjacent to either ends of the project and with a single exception are the only (surviving) tree growths. Willows are extremely difficult to classify but this specie was definitely identified as (Salix Vitallina) of the variety Aurea or golden and could be purchased from commercial growers. The unusually high water-table in this area explains why only willows were chosen and why the eleagnus augustifolia and caragana aborescens could not thrive under these soil conditions.

2 - It was hoped that the willows would become established and that subsequently a variety of trees could be added as soon as the willows established the wind-barrier needed. For that reason the willows were kept against the property line and because of the unusually wide right of way ample room would therefor be left for future tree and shrub planting.

3 - From almost all available technical sources this willow was chosen as the only selectionable to survive the wind blasts prevalent in this area. Staggering and planting in double rows was resorted to as a means to accomplish this result, and extreme care was taken to insure a vigorous start. The specifications were definite in regard to removal of alkaline soil - to

peat moss and fertilizer and to properly staking out the young trees to prevent wind-whipping.

On page two of the enclosed letter items No.-1 and 2 are to be explained as follows:

1 - The overflow condition of the ground during the snow run-off makes the choice of evergreens practically impossible.

2 - Because of these soil conditions conifers could not be reasonably chosen

While the advice given on page 2 and 3 is without question valuable, in the instance of above project however, nature had to act as the guide to our choice. We have tried to assist nature by careful planting methods and I am reasonably certain we will be successful.

In closing I wish to point out that we did not choose our monotonus planting scheme without careful consideration of all the factors involved, and I only hope that our first step to beautify this windswept marshy area will be successful.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRH 139-C (1935)

RECEIVED
POST OFFICE BUILDING
SEP 18 1936
PORTLAND, OREGON
OREGON
STATE HIGHWAY COMMISSION

September 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Mon

Hwy 8919

Form P. R. 2

State Oregon

Project No. NRH 139-Section C
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—6818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of July, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.); approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 1st day of November, 1927, a project statement, which was approved by the Secretary on the 7th day of January, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 2nd day of April, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, one hundred sixteen and 20/100 dollars ($4,116.20) as the share of the United States payable under said act on account of Section C of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds apportioned under the act of June 18, 1934
(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 93+50 in the W. 1/2 of Sec. 15, T. 3 S., R. 38 E., and survey station 415+50 in the S.E. 1/4, Sec. 5, T. 4 S., R. 39 E., W.M., excepting therefrom that portion between survey station 114+00 and survey station 162+00

, length 5.831 miles, in Union County,

being Section C of Oregon U.S. Public Works Highway (1935) project No. NRH 139, consisting of

5.831 miles of ~~roadway~~ roadside improvement and no bridges, ~~each~~ of more than 20 feet clear span,

, known locally as the La Grande-Hot Lake Section of the Old Oregon Trail, between official control points, La Grande and Ontario.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of four thousand, one hundred sixteen and 20/100 dollars ($4,116.20), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~dollars ($~~ is ~~),~~ the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248 Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3rd day of September, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY [illegible]

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and [illegible]

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify— [illegible]

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon
U.S. Public Works Hwy. (1935)
for the construction of a highway designated in the records of this Department as/Project No. NRH 159-C/
State of Oregon. [illegible]

Second. That in accordance with said provisions I have approved the sum of $ 4,116.20 as the total estimated cost of said project, and the sum of $ 4,116.20 as the share of the United States, payable under said acts on account of such project, which does [illegible] is [illegible] said total estimated cost.

Done at the city of Washington, this 3rd day of September
one thousand nine hundred and [illegible]

Secretary of Agriculture,

By [illegible]
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—5000

139-C

September 14, 1938

United States Fidelity & Guaranty Company,
1112 Bedell Building,
Portland, Oregon.

Attention: M. K. Sprott, Asst. Manager.

Gentlemen:

In response to your inquiry of September 9th you are advised that the Hart Construction Co. contract No. 1859, windbreak planting on the Old Oregon Trail in Umatilla County, was completed June 17, 1938 and was accepted June 27, 1938.

Final payment has not yet been made. The total amount paid to date is $2,620.35 and the retained percentage is $280.65.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1859

Union Co

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
SEP 10 1936
OREGON
STATE HIGHWAY COMMISSION

September 9th, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: #58118-12-410-36 - Hart Constr. Co.

The bond above described covers contract for windbreak planting on the La Grande-Hot Lake Section of the Old Oregon Trail in Union County, further described as Contract No. 1859.

We have been advised that this contract has been fully completed and we have been requested to make final adjustment of the premium on the performance bond. If the above is correct, kindly let us know the total amount paid the contractor in connection with this work. A stamped envelope is enclosed for your reply.

Yours very truly,

Asst. Manager.

DW-

Completed June 17, accepted June 27, 1936

USF&G FORTIETH YEAR

Portland 104 5m 2-17-36

139-C

x

August 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 13, 1936, concerning a discrepancy between the special provision and the bid quantity for the quantity of willow trees to be furnished in connection with the roadside improvement work to be done on the La Grande-Hot Lake Section, Project No. NRH 139-C (1935).

While it was our intention to correct the special provisions to conform with the bid item when the contract was prepared, we regret that due to an oversight this was not done and the discrepancy still exists.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of signed contracts covering Oregon WRH 139-C (1935), the La Grande-Hot Lake Section Roadside Improvement, Hart Construction Co., contractors.

On April 2, 1936, this office authorized advertising of this project after discussing over the telephone the fact that the special provisions showed 2,700 willow trees on pages 1 and 22, while the bid sheet showed 2,800; also, the estimate as submitted used 2,800. With your permission all papers were corrected to show the quantity as 2,800.

The contract as now signed and submitted shows 2,700 on pages 1 and 22 of the special provisions and 2,800 on the schedule of contract prices. The project agreement estimate also shows this item as 2,800.

Apparently your special provisions were not corrected, as the certified copy of the contract also contains the same errors. We are holding the contracts in this office pending advice on this matter.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Portland 104 5m 2-17-36

#1859

139-e

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
AUG 12 1936
OREGON
MISSION

August 11th, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: #58118-12-410-36 - Hart Constr. Co.

The bond above described covers contract for windbreak planting on the La Grande-Hot Lake Section of the Old Oregon Trail in Union County, further described as Contract No. 1859.

For the completion of our records, we ask that you kindly complete the attached status inquiry blank, returning it to us at your early convenience.

Thanking you, we are,

Yours very truly,

Manager.

DW-

Portland 104 5m 2-17-36

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

139-e

July 24, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. [illegible] Ericksen,
Inspector,
Hermiston, Ore.

Dear Sir:

You will please notify the Hart Construction Company and Pierce and Connor, Contractors, that Certified Transcripts of labor payrolls will no longer be necessary on the La Grande and Ogses jobs, respectively.

139-e 145Be

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R. H. Baldock ✓
H. G. Smith

o

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRM 139-C (1935)

July 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

[illegible] 1936

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

No. 8

July 7, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Ore. NRH 139-C (1935), La Grande-Hot Lake Section, Old Oregon Trail, Union County, was made by a representative of this office on June 25, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

139-C

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the LaGrande-Hot Lake Section, Project No. WPH 139-C (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

National Recovery Project
No. NRH 139-C (1935)

LAGRANDE-HOT LAKE SECTION OF THE
OLD OREGON TRAIL IN UNION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1936

(Sta. 93+50 to 114+00)(Sta. 16+00 to 415+50)

2,800	only	Willow Trees	$ 0.60	$ 1,680.00
75	tree holes	Alkali Soil Replacement	0.20	15.00
7	tons	Sheep Guano	15.00	105.00
70	cu. yds.	Cow Manure	4.00	280.00
3	tons	Ammonium Sulphate	90.00	270.00
14	tons	Peat Moss	8.00	112.00
1,600	rods	Barbed Wire Fence	0.80	1,280.00
			Subtotal	$ 3,742.00
			10% Engr. & Cont.	374.20
			Total	$ 4,116.20

Length 5.831 miles
Cost per mile $ 705.92

NRH Funds Requested- -$ 4,116.20

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Oregon State Highway Department

National Recovery Project
No. NRH 139-C (1935)

LaGRANDE-HOT LAKE SECTION OF THE

OLD OREGON TRAIL IN UNION COUNTY

(Estimate to accompany plans and specifications for roadside improvement.
Not as basis for project agreement.)

Salem, Oregon, April 1, 1936

(Sta. 93+50 to 114+00) (Sta. 162+00 to 415+50)

2,800	only	Willow Trees	$ 0.50	$ 1,400.00
75	tree holes	Alkali Soil Replacement	1.00	75.00
7	tons	Sheep Guano	12.00	84.00
70	cu. yds.	Cow Manure	6.00	420.00
3	tons	Ammonium Sulphate	25.00	75.00
14	tons	Peat Moss	4.00	56.00
1,600	rods	Barbed Wire Fence	0.80	1,280.00
		Subtotal		$ 3,390.00
		10% Engr. & Cont.		339.00
		Total		$ 3,729.00

5.18

Length 5.83 miles

Cost per mile $ 639.51

NRH Funds Requested- $ 3,729.00

6.098

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 4 1936
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

April 2, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents covering Oregon U. S. Public Works project No. NRH 139-C (1935), the La Grande-Hot Lake Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and project agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

Re Your [illegible]

139-C

#1859

June 25, 1936

United States Fidelity & Guaranty Company,
C. B. Eckles, Manager,
1112 Bedell Building,
Portland, Oregon.

Attention: Mr. H. K. Sprott
Re Your #58118-12-410-36

Gentlemen:

Reference is made to your letter of June 5th consenting to an extension of time to July 1st on the Hart Construction Company Contract No. 1859 - windbreak planting on the La Grande-Hot Lake Section of the Old Oregon Trail in Union County.

You are advised that it is now necessary to extend the date of completion of this contract to July 15th rather that July 1st. Will you kindly advise if you concur.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dist. by J. McFarland.

Re Your #58118-12-410-36

137-C

June 1, 1936

Hart Construction Co.
La Grande, Oregon

Gentlemen:

Acknowledgement is made of receipt of your letter of May 28, requesting an extension of time on your contract No. 1260, Windbreak planting project on the La Grande-Hot Lake Section in Union County.

You are advised that before your application can be considered by the Highway Commission, it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract.

Please secure such consent and forward to this office, to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:GE
cc - W. G. Williams

Mr. Williams: Please advise of your recommendation.

HBG

To H. B. Smith June 6, 1936

June 10, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of June 6th requesting our concurrence in extension of time to the Hart Construction Company, contractors on Oregon NRH 139-C, the La Grande-Hot Lake Landscaping project. We note the contractor asks extension to July 15th.

Due to the fact that the overrun in time is caused by flood waters from Ladd Creek filling the borrow pits and causing delay in the work, and as this condition could not have been foreseen by the contractor, we will recommend an extension of time to July 15, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

FORM 5-A-1 5M 2-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

139-C

June 6th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Will you kindly concur in an extension of time until July 15th, to the Hart Construction Company on the Windbreak Planting project in Union County. This extension is made necessary by the inability to complete the fencing due to Ladd Creek overflowing its banks and filling the borrow pits.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

137-e

May 13, 1936

Hart Construction Co.
P. O. Box 824
La Grande, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of contract #1859, awarded to you on April 17, 1936, for the windbreak planting of 5.19 miles of the Old Oregon Trail in the La Grande-Hot Lake Section in Union County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

139-C

April 28, 1936

Doty & Doerner, Inc.
Route 6, Box 92
Portland, Oregon

Attention: Mr. Paul E. Doty

Gentlemen:

Replying to your letter of April 27, in regard to your deposit for plans and specifications covering the La Grande-Hot Lake tree planting project, wish to say that we will return your deposit as soon as the plans that you have are returned to this office.

This is in line with our regular practice in regard to deposits on plans.

Very truly yours,
State Highway Commission

By

HBG:MC

Secretary

DOTY & DOERNER, INC.
NURSERYMEN AND LANDSCAPE CONTRACTORS
ROUTE 6, BOX 92
PORTLAND, OREGON

RECEIVED
APR 28 1936

April 27, 1936

Oregon State Highway Commission
Salem, Oreg.

Gentlemen:

We made a deposit of $5.00 for plans and specifications on the La Grande Hot Lake Tree planting. Our bid was submitted at this last meeting of the commission but we still have in our possession the plans.

Being unfamiliar with the procedure on these bids, we are asking at this time whether our deposit is refundable with a return of the plans.

Very truly yours,

DOTY AND DOERNER

BY Paul E. Doty

PED:AN

ANSWERED
H. B. G.

139-e

April 18th, 1938

Mr. W. E. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

This is to advise that the estimate submitted for the comparison of bids on the La Grande-Hot Lake Section of the Old Oregon Trail in Union County, Project No. NRH 130-C (1935) was in error on the ammonium sulphate, which should have been estimated at $75 per ton, making the total estimate for comparison of bids $3540.

The price of ammonium sulphate has been materially increased very recently, no doubt due to the prospects of war in Europe; it is now quoted at $80 f.o.b. tide water.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

APR 21 1936
OREGON
MISSION

April 17, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works Project No. NRH 139-C (1935), the Hot Lake-La Grande Section of the Old Oregon Trail, to Hart Construction Co., La Grande, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jem

CONTRACT# [redacted] [redacted] 1860

31-1106 Elgin-Rock Creek, Oiling 1936

1860

#1860

31-2196

RECEIVED
OCT 29 1936
FOR FILING

October 29, 1936

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1860 for the construction of the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 7th, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existende of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $55,875.55, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1860

31-1106

October 14, 1936

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harold Blake on Contract No. 1860 for the construction of the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties. This payment will be made on or after October 24, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—5-36

OR[illegible]N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10, 1936

Section Elgin & Rock Creek

Kind of work Oiling

Highway Wallowa Lake

Section prefix 31-1106

Contractor Harold Blake

Contract number 1860

Date of contract April 17, 1936

Date of completion July 31 ext. to Oct. 10, 1936

Date work started Sept 14, 1936

Estimated date of completion October 7, 1936

Amount of contract $ 33,675.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 33,373.55

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1,460.45, 4.34 %

Date project was completed October 7, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this job was finished on October 7. The final is being mailed in to-day. The total amount of the contract was $ 301.45 under the bid price.

The contractor still has one blade on the job maintaining and should be thru with that by Monday night.

NOTED

RECEIVED
OCT 12 1936

Signed Edward [illegible]

Address LaGrande Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

31-110-b

October 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The cost of the Elgin-Rock Creek Oiling Project, as shown by the semi-final estimate, is $34,834.00, as compared with project authorization of $37,042.00. This underrun, however, is almost entirely in the Engineering and Contingency fund as the contract items are within $200.00 of the preliminary estimate.

There is an underrun of mineral aggregate of approximately 1130 cubic yards, which underrun is the result of overestimation of the contract quantities. For the construction of the type C-9, modified, oil mat, 18 feet wide, there is required 265 cubic yards per mile, which would amount to approximately 6,000 cubic yards on this project. The amount of aggregate over 6,000 cubic yards was used in patching and preparing sub-grade.

The overrun of hauling was result of insufficient materials having been placed at all stockpiles by the crushing contractor, making it necessary for the oiling contractor to haul from piles farther from points of deposit. This however, will result in no extra cost, eventually, as the amount of haul on the crushing contractor's contract will be underrun.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

State Highway Engineer

FORM 2-M-1 500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

31-1106

October 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

OCT 13 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

I am enclosing herewith semi-final estimate on the Elgin-Rock Creek Surfacing project, all work having been satisfactorily completed on this project by Harold Blake, Contractor, October 7th.

In support of the semi-final estimate, there is being forwarded to you by express the following records:

Ten Material Receipt Books
One Chart Showing Location of Stockpilesites
One summary of rock books
Certified copies of invoices of 18 cars oil
Six pictures with negatives.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED
State Highway Engineer

#1860

31-1106

September 21, 1936

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to the Harold Blake Contract No. 1860 - Elgin-Rock Creek Section in Union and Wallowa Counties.

According to our records the time limit on this contract expired on July 31, 1936. Will you please request the contractor to make application for an extension of time and forward us your recommendation. The application must be accompanied by the written consent of the surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 3-H-1 2M 3-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

C/R

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

31-1106

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

31-1106
12-1006

For your information, wish to advise the approximate starting dates of oiling work on the Elgin-Rock Creek and Forest Boundary-Long Creek projects:

Yesterday, I wired contractors on both these projects and I have been notified by Harold Blake that he is making preparations to start work immediately on the Elgin-Rock Creek section and will complete the work prior to September 30th.

Babler Brothers advised me by telephone that they will be unable to start oiling work on the Forest Boundary-Long Creek project before at least September 12, as they have a job on the Wapinitia Cut-Off which will keep them busy until then. I informed Babler Brothers that I considered this very late starting date in the Long Creek territory and that I am disappointed that they are unable to proceed with the work at an earlier date.

You are perhaps familiar with the progress they are making on the Wapinitia Cut-Off constructing bituminous macadam and I would appreciate your advising me if they will complete there in sufficient time to start oiling work in Long Creek on or about September 12.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 5-A-1 10M 4-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

31-1106

July 22nd, 1936

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Contractor Blake was in today regarding the possibilities of oiling the Elgin-Rock Creek Section.

Please use every means possible to expedite Hardesty's production and keep Blake advised as to when he can expect the oil rock.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

31-1106

May 12, 1936

Harold Blake
400 N. Thompson St.
Portland, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of contract #1860, awarded to you on April 17, 1936, for 22.49 miles oil mat surface treatment on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties.

This copy is for your records and files.

Very truly yours,

Secretary

DP

FORM 2-G-1 500 1-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

31-11 L

RECEIVED
1936
OREGON
STATE HIGHWAY COMMISSION

April 6, 1936

IN REPLY PLEASE
REFER TO FILE No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I note in special provisions just received for the Elgin-Rock Creek oiling project that a change in seal coat of the oil mat surface treatment has been made.

I wish to advise that I am heartily in accord with the new specification and it is my belief that a much more satisfactory seal will result by using the one heavy spread of 95 oil and that also it will be much more beneficial to the contractor in that the contractor will not have to remain for some ten days before placing the final seal as was required under the old specification.

In 1931 a section of bituminous macadam on the Snake River Slide section, which had failed badly, was sealed with 95 oil, using a spread of .38 gallons per square yard and covered with approximately 0.18 of aggregates. Although the aggregates were not of a very satisfactory quality, the resulting seal was excellent.

During the last season or two we have been having trouble in getting proper seal with the two courses of light seal especially on the type O-11 oiling. I am quite certain that this trouble will be eliminated by the use of the new seal specified.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

31-110 G

RECEIVED
FEB 7 1936
OREGON
STATE HIGHWAY COMMISSION

February 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing special provisions and estimate of cost for the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties.

I believe that you are correct in your suggestion that we call for bids on this work at an early date in order that we may make proper preparations for oiling with state forces if bids are not satisfactory.

I am certain that the work can be performed by state oiling crew for the estimated amount and hence would not recommend the awarding of a contract at a much higher figure.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
~~J. N. Bishop~~

NOTED

FORM S-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

31-1106

February 3rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

The primary reason for advertising the Elgin-Rock Creek Section in the near future is to determine whether it is to be done by contract work or by State Forces. It would seem to me that you would wish to know this to arrange the disposition of your oiling crews, but if not, I have no particular objections to waiting until the contractor starts crushing rock.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER
By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
J. M. Bishop

FORM 8-A-1 6M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

31-TD6

January 29th, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

It has been decided that the State Highway Department cannot undertake the oiling of the Elgin-Rock Creek Section without first advertising for bids. Therefore, will you kindly furnish the necessary specifications for this job.

I am returning your order for State Force Work. Please hold this until after the bids have been received, and if the contract prices are unfavorable you may again submit it as a State Force project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM S-A-1 5M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

31-110

January 25th, 1936

Mr. J. M. Bishop
Maintenance & Equipment Engineer
Office

Dear Sir:

I am forwarding for your consideration the State Force oiling work on the Elgin-Rock Creek Section. I do not know that this order should have been submitted to me, but inasmuch as it is part of a total set up by the Commission for a certain project, I thought it possible that it would simplify the records if I concurred with you in signing the order. I would suggest that you sign it also if it meets with your approval.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 8-M-1 28196 500 10-35
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville
H. B. GLAISYER, Secretary

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
RECEIVED
JAN 23 1936
OREGON
STATE HIGHWAY COMMISSION

3.1-11 6

January 22, 1936

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. E. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith order for state force work on contract projects covering the oiling by state forces of the Elgin-Rock Creek section, Wallowa Lake Highway in Union and Wallowa counties.

Very truly yours,

WCWilliams

W. C. WILLIAMS
Division Engineer

WCW:HA
enc.

cc R. H. Baldock

NOTED
State Highway Engineer

FORM 9-A-1 6M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISTER, SECRETARY

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

31-1106

January 20, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

NOTED
State Highway Engineer

In making up work order for the oiling of the Elgin-Rock Creek Section of the Wallowa Lake Highway, with state forces, use Form #930 Order for State Force Work on Contract Projects. The order should be made out at your early convenience and should be made out in detail.

We have had prefix 31-1106 set up for this work and such engineering charges as are necessary may be charged to this prefix.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

FORM S-M-1 25156 500 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

31-110-b

January 18, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock, Highway Engineer
State Highway Commission,
Salem, Oregon

NOTED
Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In connection with the oiling of the Elgin-Rock Creek section, Wallowa Lake Highway in Wallowa and Union Counties:

This work is to be performed with the State oiling crew and I will appreciate your advising me as to the type of work order or other authorization that will be required for this work.

It is necessary to stake the center line over the entire project in order to secure proper alinement to the oiling and I wish to have prefix against which to charge such staking. This center line is now being retraced by Resident Engineer Edward Chidsey during the slack time he has while contracts are not under way.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
J. M. Bishop

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

31-1106

OREGON STATE HIGHWAY COMMISSION

SALEM

November 4, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

The commission recently approved the expenditure of twenty-two thousand three hundred dollars ($22,300) for crushed rock on the Elgin-Rockcreek section and thirty-two thousand six hundred dollars ($32,600) for oiling with the state forces on that section.

The expenditure of fifty-five thousand dollars ($55,000) was approved for the Pendleton-Cold Springs Highway. This contemplates the use of a similar type of work to that previously done, but does not include the re-alignment from the Cold Springs Bridge to the end of the oil mix.

These specifications should be submitted as soon as possible in order to get the work under way earlier in the spring.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

NOTED
Chief Highway Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT#1861

6-1202 Myrtle Point-Bandon Rock Production
1936

1861

RECEIVED
JAN 7 1937
FOR FILING

6-1202

January 6, 1937

General Casualty Company of America,
Seattle, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1881 for the construction of the Bandon-Myrtle Point Section of the Oregon Coast and Coos Bay-Roseburg Highways in Coos County, has been completed by the contractors, McGeorge Gravel Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 16, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $20,525.57, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1861

6-1202 RECEIVED
DEC 22 1936
FOR FILING

x

December 21, 1936

GENERAL CASUALTY COMPANY OF AMERICA
Huggins Insurance Agency, Agents
Marshfield, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McGeorge Gravel Company in connection with their contract No. 1861, Bandon-Myrtle Point Section of the Oregon Coast and Coos Bay-Roseburg Highways, in Coos County. This payment will be made on or after December 31st.

Please acknowledge receipt of this letter.

Yours very truly,

Secretary

JM:MBL

#1861

x

RECEIVED
JAN 5 1937
FOR FILING

6-1202

McGEORGE GRAVEL COMPANY
MANUFACTURERS OF
CONCRETE PRODUCTS

MARSHFIELD, OREGON. December 9, 1936.

K. D. Lytle, Division Engineer,
Oregon State Highway Commission,
Roseburg, Oregon.

Dear Sir:

ALL CONTRACTS, SALES AND DELIVERIES ARE CONTINGENT UPON DELAYS FROM FIRE, STRIKES, ACCIDENTS, CARRIERS AND OTHER CONDITIONS BEYOND OUR CONTROL

Complying with your letter of December 4th, we are enclosing request for extension of time on our contract #1861, also consent of surety.

We regret that we were unable to finish the contract under the extended time limit.

Yours truly,

McGEORGE GRAVEL CO.

By Lewis McGeorge

File
application in Contract.
J.S McF

RECEIVED
DEC 1
ROSEBURG DIVN OFFICE

Form [illegible]—5M—[illegible]

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 5, 1936

Section Bandon-Myrtle Point

Kind of work Crushed mat. in stockpile

Highway Coast and Coos Bay-Roseburg

Section prefix 6-1202

Contractor McGeorge Gravel Company

Contract number 1861

Date of contract April 24, 1936

Date of completion June 30, 1936

Date work started May 21, 1936

Estimated date of completion Nov. 3, 1936

Amount of contract $21,384.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $21,168.17

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $1205.05, 5%

Date project was completed November 3, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineering crew working on Final Estimate.

Final Estimate finished today.

NOTED
H. W. LIBBY

NOTED
H. W. LIBBY

RECEIVED
DEC - 1936

Signed V H Coffey
V. H. Coffey

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

[illegible] [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			30.89		
Miles partially completed					
Miles completed			All		
Total estimated quantities			7200 C.Y.		
Estimated quantities moved or placed to date			7072.4 "		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Rain		
Saturday	Rain		

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 1 8 1936
FOR FILING

DEC 5 1936

6-1202

IN REPLY PLEASE
REFER TO FILE NO.

Dec. 4, 1936

McGeorge Gravel Co.
Marshfield, Oregon.

Dear Sirs:

The time limit on your contract No. 1861, Bandon-Myrtle Rock Production, expired Sept. 30th, 1936, and according to our records the work was not completed until Nov. 3rd, 1936. It will therefore be necessary for you to apply for an extension of time to and including the last above mentioned date.

This request for extension of time should be accompanied by consent of your surety. Please address your request to the Oregon State Highway Commission, sending it to this office for recommendation.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. H. B. Glaisyer

KDL:AF

6-1202

C
O
P
Y

November 30, 1936

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir:

262-Q

You are advised that the time limit on the Itschner & Rigdon Contract No. 1801, Awbrey-Eugene Section, expired on October 31, 1936. Also, the time limit on the McGeorge Gravel Company Contract No. 1861, Bandon-Myrtle Point Section, expired on September 30, 1936. 6-1202

Will you kindly take the matter of further extension of time up with the above contractors and forward your recommendation to this office.

Very truly yours,

Secretary

Dict. by J. McFarland

FORM S-A-1 5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

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RECEIVED
NOV 5 1936
OREGON STATE HIGHWAY COMMISSION

6-1202

Nov. 4, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith Price Agreement No. 1 on Bandon-Myrtle Point Rock Production Project, Contract No. 1861, which covers an adjustment of haul.

An explanation of the reason for this adjustment is set forth in the attached copy of a letter written by V. H. Coffey.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AP

FORM 5-A-1 8M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

6-1202

July 10, 1936

RECEIVED
JUL 11 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

Attached hereto you will find request of McGeorge Gravel Company for ninety day extension of time on their Bandon-Myrtle Point Rock Production Project, Contract 1861.

The specified completion date was June 30th, 1936. The delay was caused by inadequate crushing and screening equipment. The material to be produced was estimated to be used during the next four or five years. They have attempted to put out for us adequate maintenance material for this years oiling and plant paving crews. Travelling public has sufferred no inconvenience and engineering costs will not be increased because V. H. Coffey's engineering crew is working on several other projects.

I recommend ninety day extension be granted without penalty.

Attached is McGeorge's request for consent of surety for extension of time.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

6-1202

May 28, 1936

McGeorge Gravel Company
Marshfield, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of contract No. 1861, awarded to you on April 24, 1936, for the furnishing of 7,200 cu. yds. of crushed materials in stock pile on the Bandon-Myrtle Point Section of the Oregon Coast and Coos Bay-Roseburg Highways in Coos County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DP

FORM 0-A-1 6M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM ✓

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

6-1202 ✓

RECEIVED
MAY 28 1936
OREGON
STATE HIGHWAY COMMISSION

May 27, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith copy in duplicate of sub-contract whereby McGeorge Gravel Company sub the truck hauling of their Bandon-Myrtle Point contract to H. W. Kelley of Coquille, Also copy of letter by McGeorge Gravel Company addressed to V. H. Coffey requesting permission to sub-let this hauling and a copy of my letter approving this sub-contract.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock ✓

EAC:AF

6-1202

April 25, 1936

McGeorge Gravel Company

Marshfield, Oregon

Gentlemen:

The State Highway Commission awarded to you yesterday, April 24, the contract covering the Myrtle Point-Bandon Rock Production Project in Coos County at your bid of $21,384.00.

You may consider this letter as your authority and our request to commence your operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to immediately notify the National Reemployment Service, North Bend, of the approximate date work will be started and the number of men required to carry on such work.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MC

cc - S. H. Probert
E. A. Collier

McGEORGE GRAVEL COMPANY
MANUFACTURERS OF
CONCRETE PRODUCTS

6-1202

MARSHFIELD, OREGON. Apr. 16, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

ALL CONTRACTS, SALES AND DELIVERIES ARE CONTINGENT UPON DELAYS FROM FIRE, STRIKES, ACCIDENTS, CARRIERS AND OTHER CONDITIONS BEYOND OUR CONTROL

Relative to the Bandon-Myrtle Point Rock Production Project, consisting of approximately 7,200 cubic yards of Crushed Gravel in stockpiles, upon which we have placed a bid would advise that in case you desire to purchase this material f.o.b. cars at Myrtle Point and Coquille we quote price of $1.90 per cu. yd. at Myrtle Point and $2.00 per cu. yd. at Coquille for the various sizes of material named for the project.

Yours truly,

McGEORGE GRAVEL COMPANY

By Lewis McGeorge
Sec'y.

6-1207

April 6, 1936

MEMORANDUM TO E. G. SMITH:

The State Highway Commission at its meeting on March 12 authorized calling for bids for furnishing 7,200 cu. yds. of rock needed for reoiling the Coös Bay-Roseburg Highway between Myrtle Point and Coquille.

Very truly yours,

Secretary

[illegible]

cc - R. H. Baldock

FORM 8-A-1 10M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

arch 7th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

REFERRED TO
Glaisyer
By State Highway Engineer

For Com. meeting

itting the Myrtle Point Rock Production
have produced and stockpiled 7,200
ted cost of $23,700. He states that
e re-oiling at Myrtle Point and Coquille

re the approval of the Commission so that
il.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

FORM 2-A-1 10M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 7th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Mr. Collier is submitting the Myrtle Point Rock Production project, in which he wishes to have produced and stockpiled 7,200 yards of material at an estimated cost of $23,700. He states that this material is needed for the re-oiling at Myrtle Point and Coquille and for pavement patching.

Will you kindly secure the approval of the Commission so that this project can be let in April.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

CONTRACT # 1861, 1911, 1959

WPH 42 Stanfield-Pendleton Hill Sec., 1936
Old Oregon Trail Hwy.
1862, 1911, 1959

[redacted]

11, 59

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JAN 22 1938
FOR FILING
42

MElrose 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
JAN 21 1938
OREGON
STATE HIGHWAY COMMISSION

January 19, 1938.

NOTED
State Highway [illegible]

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We appreciate your letter of January 10 advising us in regard to the action of the Commission in relation to their proposed penalty. We surely do not feel that anyone should be penalized in connection with this contract and trust that your department will be able to convince the Bureau on this point, particularly as the road was actually open to unrestricted traffic several days before the time limit.

Again we wish to express our appreciation of the courtesies and cooperation which we have received from your department. It has been particularly gratifying to find that one of the primary considerations of the department is to build a good road. We believe that this reflects credit both to yourselves and the industry.

Very truly yours,

WASHINGTON ASPHALT COMPANY,

BY Beezley

P.C.Beezley
S.

NOTED
H. B. GLAISYER

REFERRED TO
Mr Baldock
BY SECRETARY

RECEIVED
JAN 6 1938
FOR FILING

42

#1959

January 5, 1938

Union Oil Company of California,
611 Chronicle Building,
Spokane, Washington.

Attention: F. J. Bahay.

Gentlemen:

In response to your inquiry of December 31st you are advised that the Washington Asphalt Company, Contract No. 1959, Stanfield-Pendleton Section in Umatilla County, was completed September 11, 1937. This contract was accepted December 1, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1959

401 12-34 [illegible]
PRINTED IN U.S.A.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT.
UNION GASOLINE, KEROSENE AND DISTILLATE.
'RED LINE' LUBRICATING OILS AND GREASES.

Spokane, Washington December 31,1937

RECEIVED
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem
Oregon

Attn: Mr. H. B. Glaisyer, Secretary

Dear Sir:

Will you please be kind enough to advise us if State of Oregon Contract #1959, held by the Washington Asphalt Company, Stanfield-Pendleton Section has yet been accepted and if so, the date of acceptance.

We are enclosing a business reply envelope for your convenience in replying. Thank you.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

TJF:VB

FORM 8-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 28 1937
FOR FILING

RECEIVED
1937
STATE HIGHWAY COMMISSION

42

Baker, Ore.
Dec. 20,1937

NOTED
State Highway Engineer

Mr. R.H.Baldock, State Highway Engr.
State Highway Department,
Salem, Oregon.

Dear Sir:

When finishing the oiling on the Pendleton - Stanfield section it was found that the Consolidated Highway Company needed 33 yards of ¼ - 0 material to finish the job. There was no prospect of getting this material immediately from their own plant. The Washington Asphalt Company, who was doing the work of oiling under a sub-contract, had material of this size available on their Stanfield - Pendleton job, and in order to finish and release their equiptment, which was needed badly on other work, they hauled this 33 yards from their own plant. This haul was approximately seven miles. This 33 yards of ¼ - 0 was included in the Consolidated Highway Company's estimate along with the Mineral Aggregate. Any compensation for the manufacure and haul of this rock should be adjusted between the two contractors. The State was obligated in no way in this matter, and the inclusion of this material in the Consolidated Highway Company's semi-final estimate was explained to the Washington Asphalt Company in a letter dated Oct. 13,1937.

Very truly yours,

Dean Swift

Dean Swift
Resident Engineer,

cc Mr. W.C.Williams

#1959

RECEIVED
DEC 18 1937
FOR FILING
42

December 18, 1937

Standard Oil Company of California,
Walla Walla, Washington.

Attention: R. C. Vincing.

Gentlemen:

In response to your inquiry of December 16th you are advised that the Washington Asphalt Company Contract No. 1959, Stanfield-Pendleton Section of the Old Oregon Trail in Umatilla County, was completed September 11, 1937. This contract was accepted by the Highway Commission on December 1, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 18 1937
OREGON
STATE HIGHWAY COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

December 16, 1937

Washington Asphalt Company
State of Oregon - Job 1959

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We understand the above concern has completed work on the Stanfield-Pendleton section of the Old Oregon Trail in Umatilla County.

We would appreciate your advising us date of final acceptance of this job.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

By R. T. Vivian
District Sales Manager EBG

EBG:DH

REFERRED TO [illegible]
BY SECRETARY

[illegible]

#1929

RECEIVED
DEC 1 1 1937
FOR FILING
FA 42
#1959

December 11, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1959 for the construction of the Stanfield-Pendleton Section of the Old Oregon Trail in Umatilla County, has been cpmpleted by the contractors, Washington Asphalt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 21, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $172,683.49, including the final payment. Of this amount $156.98 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FOR FILING

42

December 3, 1937

Mr. S. H. Probert
Office Engineer
O F F I C E

Dear Sir:

The State Highway Commission, at its meeting on December 1, considered the matter of penalizing the Washington Asphalt Paving Company for failure to complete its contract between Stanfield and Pendleton within the time limit specified in the contract.

Mr. Baldock wanted to grant this extention without penalty but the Bureau of Public Roads would not concur. The Commission authorized the payment of the final estimate without the deduction and agreed to assume the charge in the event that the Bureau of Public Roads will not change its attitude when the final Bureau voucher is presented for payment.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Baldock

H. G. Sm

Statement of pay roll charges against Contract No. 1959, Stanfield-Pendleton paving project, as basis for computation of costs chargeable to the Washington Asphalt Company for failure to complete the contract within the specified time.

Salaries, September 1 to September 11, Inclusive

Resident Engineer	11 days at $ 250.00 per mo.	$ 91.67
Transitman	11 " " 170.00 " "	62.33
Transit-Rodman	11 " " 150.00 " "	55.00
Inspectors	17 " " 150.00 " "	85.00
Chainmen	33 " " 100.00 " "	110.00
	Total Salaries	$ 404.00
	Industrial Accident Insurance	3.43
	Total Pay Roll Charges	$ 407.43

Total amount chargeable to contractor under Section 5, page 15, of the Standard Specifications.

11 days at $ 25.00 per day — $ 275.00

R H Baldock

42

December 2nd, 1937

FINAL COST ANALYSIS
Old Oregon Trail Highway, Stanfield-Pendleton Section
Contract 1959 Prefix 30-1119
Washington Asphalt Co., Contractors
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Crushed Rock Surfacing	$18,688.80	14,975 cu. yd.	1.25	1.20	$17,970.00
* " " Shoulders	8,891.99	6,503 cu. yd.	1.37	1.40	9,104.20
*Filler	3,908.52	9,306 cu. yd.	0.42	0.45	4,187.70
* Hauling Filler	1,261.73	12,016.5 yd. mi.	0.105	0.10	1,201.65
*Sprinkling	4,898.71	2,355.15 M-Gal.	2.08	2.00	4,710.30
Preparation of Base	714.00	20.4 Miles	35.00	50.00	1,020.00
Mineral Aggr. in Place	53,973.83	28,690.5 cu. yd.	1.88	2.10	60,250.05
Asphalt in Place	49,973.65	1,887.97 tons	26.47	27.46	51,843.66
*3/4"-½" Cr. Rock in Stkpl.	4,118.03	4,399.6 cu. yd.	0.936	0.90	3,959.64
*½"-¼" " " " "	2,647.85	2,828.9 cu. yd.	0.936	0.90	2,546.01
*¼"-0 " " " "	1,123.20	1,200 cu. yd.	0.936	0.90	1,080.00
*Hauling Cr. Rock, Pile Measure	2,118.52	20,370.35 yd. mi.	0.104	0.10	2,037.04
* Screen Rejections	720.75	2,772.1 cu. yd.	0.26	0.25	693.03
* Hauling Screen Rejections	323.63	3,111.83 yd. mi.	0.104	0.10	311.18
PA #1 Excess Oil Barreled (Condon)	510.50	24.08 tons		21.20	510.50
PA #1 " Oil Barreled (Pendleton)	913.50	38.11 tons		23.97	913.50
*PA #2 Excess Cr. Rock	468.99	513.4 cu. yd.	0.914	0.87	446.66
Echo-Oregon Trail Section					
*Cr. Rock Surfacing	2,467.30	1,977 cu. yd.	1.25	1.20	2,372.40
*Filler	61.74	147 cu. yd.	0.42	0.45	66.15
*Hauling Filler	20.95	199.5 yd. mi.	0.105	0.10	19.95
*Sprinkling	289.53	139.2 M-Gal.	2.08	2.00	278.40

NOTED

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	199.10	3.62 mi.	55.00	100.00	362.00
Mineral Aggr. in Place	2,060.63	1,095.5 cu. yd.	1.88	2.10	2,300.55
No. 3 Road Oil In Place	2,431.49	91.86 tons	26.47	27.46	2,522.48
Airport Section					
*Crushed Rock Surfacing	627.74	503 cu. yd.	1.25	1.20	603.60
*Filler	29.40	70 cu. yd.	0.42	0.45	31.50
*Hauling Filler	25.10	259 yd. mi.	0.105	0.10	25.90
*Sprinkling	65.42	31.45 M-Gal.	2.08	2.00	62.90
Preparation of Base	49.50	0.63 miles	65.00	100.00	63.00
Mineral Aggr. in Place	403.47	214.5 ~~21.45~~ cu. yd.	1.88	2.10	450.45
No. 3 Road Oil in Place	489.16	18.48 tons	26.47	27.46	507.46
*Force Account	164.83				156.98
	$163,641.54				$172,606.84

* Sublet to Rogers Construction Co.

Gross Revenue	$172,606.84
Total Cost	164,641.54
Net Profit	$7,965.30

Net Profit Equals 4.6% of Gross Revenue

Detail of Cost

Labor:

Supervision	$ 661.50	
Labor	11,275.53	
State Industrial Accident Insurance	466.82	
Social Security & Unemployment Compensation	380.69	
		$12,784.54

Materials:

Asphalt	2,060.5 tons (Includes Freight & Demurrage)	44,287.33

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	3,245.00	
Rented Equipment	2,847.65	
" " (Rock Operations)	8,788.06	
Gas, Oil & Grease	1,873.50	
Fuel Oil	1,242.77	
Supplies and Expense	2,898.78	
Bond 1% of Gross Revenue	1,726.07	
Home Office 2% of Gross Revenue	3,452.14	
		26,074.19

Sub-Contract, Rogers Construction Co.:

Crushed Rock Surfacing	17,455 cu. yd. at 1.20	20,946.00	
" " Shoulders	6,503 cu. yd. at 1.20	7,803.60	
Filler	9,523 cu. yd. at 0.40	3,809.20	
Hauling Filler	12,455 yd. mi. at 0.10	1,245.50	
Mineral Aggregate	30,000.5 cu. yd. at 0.87	26,100.44	
Hauling Mineral Aggregate	52,445 yd. mi. at 0.10	5,232.15	
Sprinkling	2,525.8 M-Gal. at 2.00	5,051.60	
3/4"-½" Cr. Rock in Stockpile	4,399.6 cu. yd. at 0.90	3,959.64	
½" - ¼" " " " "	2,828.9 cu. yd. at 0.90	2,546.01	
¼" - 0 " " " "	1,200 cu. yd. at 0.90	1,080.00	
Hauling Cr. Rock in Stockpile	20,730.35 yd. mi. at 0.10	2,037.04	
Rejections	2,772.1 cu. yd. at 0.25	693.03	
Hauling Rejections	3,111.83 yd. mi. at 0.10	311.18	
Excess Crushed Rock	513.4 cu. yd. at 0.87	446.66	
Force Account		156.98	
Additional Rejections		76.65	
			81,495.68
	Total Cost		$164,641.54

Breakdown of Mineral Aggregate Cost

	Amount	Quantity	Unit Cost
Load, Haul and Spread	$17,806.42	30,000.5 cu. yd.	0.594
Blade, Broom and Roll	4,765.01	" "	0.159
Hand Spotting	1,266.02	" "	0.042
Material (In Stockpile)	32,585.89	" "	1.086
Total	$56,423.34	30,000.5 cu. yd.	$1.881

Breakdown of Asphalt Costs

	Amount	Quantity	Unit Cost
Heat and Load	$ 3,649.02	2,060.5 tons	$1.751
Haul	3,149.06	1,998.31 tons	1.559
Distribute	2,347.87	" "	1.162
Asphalt	45,172.33	2,060.5 tons	21.920
	$54,318.28		$26.392

Through an oversight the contractor ordered two cars of asphalt more than required on contract. They were disposed of to the State by Price Agreement #1, whereby 24.08 tons were barelled at Condon and 38.11 tons at Pendleton.

Stanfield-Pendleton Section

Washington Asphalt Co.

REMARKS:

This project was bid and awarded on March 25th, 1937. On April 5th, the Rogers Construction Co., who sub-contracted the rock production and surfacing work, commenced to work. On July 26th, the contractor started laying bituminous macadam and finished this phase of the work on August 24th, but the job was, however, not entirely completed until September 11th.

The oil work was prosecuted fairly efficiently. Although the contractor had scheduled for completing a mile per day, he was unable to fully average this distance for the duration of the work. 20.4 miles of B-11 type modified was laid on the Pendleton-Stanfield section, while a total of 4.3 miles of type 0-9 modified was laid on the Echo-Oregon Trail and Pendleton Airport Sections. An Adnun spreader was used to spread the 2¼"-1¼" size mineral aggregate, and for the smaller sizes spreader boxes mounted on rear of trucks were used.

Through an oversight of the contractor an excess of two cars of oil were ordered and delivered. They were disposed of by Price Agreement #1, whereby 24.08 tons were barreled at Condon and 38.11 tons at Pendleton for use by maintenance crews.

This job was bid low, but due to low prices of sub-contractor on rock production, the contractor was able to show a profit. Both the Washington Asphalt Co. and the Rogers Construction Co. have been more than obliging in making their records available.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Baldock

Dec. 2nd, 1937

FINAL COST ANALYSIS

Old Oregon Trail Highway, Stanfield-Pendleton Section
Contract 1939, Prefix 30-1119
Rogers Construction Co., Sub-Contractors
Dean Swift, Resident Engineer

Item	Cost	Quantity		Unit Cost	*Unit Bid	Gross Revenue
Crushed Rock Surfacing	$19,485.66	17,455	cu. yd.	1.12	1.20	$20,946.00
" " Shoulders	7,259.54	6,503	cu. yd.	1.12	1.20	7,803.60
Filler	3,333.05	9,523	cu. yd.	0.35	0.40	3,809.20
Hauling Filler	1,619.15	12,455	yd. mi.	0.13	0.10	1,245.50
Mineral Aggregate	22,130.97	30,000.5	cu. yd.	0.74	0.87	26,100.44
Hauling Mineral Aggregate	4,799.07	52,321.5	yd. mi.	0.09	0.10	5,244.50
Sprinkling	5,253.64	2,525.8	M-Gal.	2.08	2.00	5,051.60
3/4"-½" Cr. Rock in Stockpile	3,333.52	4,399.6	cu. yd.	0.76	0.90	3,959.64
½"-¼" " " " "	2,143.42	2,828.9	cu. yd.	0.76	0.90	2,546.01
¼"-0" " " " "	909.22	1,200	cu. yd.	0.76	0.90	1,080.00
Hauling Cr. Rock Pile Measure	1,765.73	20,730.35	yd. mi.	0.085	0.10	2,037.04
Screen Rejections	693.03	2,772.1	cu. yd.	0.25	0.25	693.03
Hauling Screen Rejections	373.42	3,111.83	cu. yd.	0.12	0.10	311.18
PA #2, Excess Cr. Rock	378.73	513.4	cu. yd.	0.74	0.87	446.66
Force Account	156.98					156.98
	$73,635.13					$81,431.38

* Sub-Contractor 's Prices

Gross Revenue	$81,431.38
Total Cost	73,635.13
Net Profit	$7,796.25

Net Profit Equals 9.6% of Gross Revenue

Detail of Cost

Labor:		
Supervision ([redacted])	$ 954.78	
Labor	20,793.72	
State Industrial Accident Insurance	1,504.31	
Social Security & State Unemployment Insurance	652.46	
Supervision (W.R. Rogers 4½ Mos. at $200.00)	900.00	$24,805.27
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	17,097.00	
Truck Hire (Not including Drivers)	11,217.17	
Gas, Oil & Grease	6,490.35	
Small Tools, Supplies & Misc. (50%)	4,261.68	
Explosives	6,068.00	
Lbr. & Supplies for Erection of Plants	875.00	
Misc. Expense	542.04	
Moving In Expense	650.00	
Bond 1% of Gross Revenue	814.31	
Home Office & Overhead 1% of Gross Revenue	814.31	48,829.86
Grand Total Cost		$73,635.13

Cost of Producing Crushed Rock

Item	Total	Quantity	Unit Cost
Drill & Shoot Quarry	$11,874.56	65,672.5 cu. yd.	0.181
Plant Erection	1,824.74	" " "	0.028
Quarry to Crusher	6,227.98	" " "	0.095
Crushing	23,590.72	" " "	0.359
Total Cost in Bunker	$43,518.00	" " "	0.663

Sizes & Cu. Yds. Crushed

Surfacing Material	(1"-0")	17,455 cu. yd.
Shoulder "	(1"-0")	6,503 cu. yd.
Mineral Aggregate (5 sizes)	(2¼"-0")	30,000.5 cu. yd.
Cr. Rock in Stockpile	(3/4"-½")	4,399.6 cu. yd.
" " " "	(½"-¼")	2,828.9 cu. yd.
" " " "	(¼"-0")	1,200 cu. yd.
Screen Rejections	(¼"-0")	2,772.1 cu. yd.
Excess Crushed Rock		513.4 cu. yd.
		65,672.5 cu. yd.

Stanfield-Pendleton Section

Rogers Construction Co., Sub-Contractors

REMARKS:

This project was bid and awarded on March 25th, 1937, to the Washington Asphalt Co. On April 5th, the Rogers Construction Co., who sub-contracted the rock crushing and surfacing work, started to move in and began drilling the quarry on the west end of the project. A small crushing plant was erected and put in operation on May 7th, and on June 25th, a larger plant was put in operation on the east end [redacted]e quarry. The work on the sub-contract was completed on Sept. 4th.

The rock in both of the quarries was of good dice formation and shot up very nicely. The west plant consisted of an 85 H.P. Cummins diesel engine, 1-10" gyratory crusher, 1-2' cone crusher, 1-3'x 10' double deck screen. To drag the material from quarry to crusher a dragline hoist with a 1½ Bagley buck and powered with a 40 H.P. diesel engine was used.

The plant on the east end was composed of 1-128 H.P. Buda diesel engine, 1-10" gyratory crusher, 1-3' Telsmith cone crusher, and 1-4'x10' Telsmith double deck screen and a dragline hoist with a 1½ Bagley bucket and 50 H.P. diesel engine. The combined hourly average of the two plants equaled about 60 cu. yds. on the large size material (mineral aggregate) and the surfacing, and about 35 cu. yds. on the smaller sizes of mineral aggregate. Both plants were operated 20 hours per day.

Some of the surfacing and shoulder material was stockpiled and later picked up and hauled out on the road, but the largest portion was hauled directly out on the road. The surfacing was processed, but the shoulder material was bladed into windrows along the side of the roadway and was shaped up by contractor after oiling.

The sub-contractor had very low prices, but due to excellent quarries and to efficient operation, was able to keep costs down to a minimum.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
8 1937

42

December 1, 1937

Washington Asphalt Company
309 West 39th Street
Seattle, Washington

Attention: Mr. P. C. Beesley

Gentlemen:

We are in receipt of your letter of November 30, requesting information concerning the quantities involved in the work performed by you as subcontractor on the Pendleton-Mytinger project, Contract No. 1959, with the Consolidated Highway Company.

Quantities listed as work performed in your subcontract are 1,557.5 cubic yards of Mineral Aggregate in Place and 92.33 tons Asphalt. The 33 yards of Screen Rejections mentioned in your letter were included in the 1,557.5 cubic yards of Mineral Aggregate in Place and paid for as such.

We cannot state definitely as to the date upon which the Consolidated Highway Company will receive final payment for the work performed in their contract. However, payment should be made sometime within the next thirty days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

MELROSE 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

November 30, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Some time ago we wrote regarding some final figures on our contract No. 1959 and our subcontract with Consolidated Highway Company on their Pendleton-Mytinger job. The first was referred to Mr. Williams, who answered the questions regarding contract 1959.

However, we are not entirely clear regarding the Consolidated job. We understand that 33 yards of dust were hauled from the Pendleton-Stanfield job to the Consolidated job and that this was to be paid for as rejections. We are not clear whether this quantity was included in the 1557.5 cubic yards of rock placed on this job, but understand that it was.

Our agreement with Consolidated Highway called for a definite price for placing the rock and for furnishing and placing the asphalt. We would like to have the final figures in order to bill the Consolidated. Will you please advise whether we will be correct in billing them for 92.22 tons of asphalt, 1557.5 cubic yards of rock placed and 33 cubic yards of rejections furnished at 25¢ per cubic yard.

We would also appreciate it if you could advise us approximately when Consolidated will receive their final payment on this job. We have been paid approximately 85%.

Very truly yours,

WASHINGTON ASPHALT COMPANY,

BY PCBeezley

P.C.Beezley
S.

#1959

FILING

42

December 24, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Washington Asphalt Company on Contract No. 1959, Stanfield-Pendleton Section of the Old Oregon Trail in Umatilla County. This payment will be made on or after December 24, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 20 1937
FOR FILING
42

November 19, 1937

The Washington Asphalt Company
309 West 39th Street
Seattle, Washington

Gentlemen:

Reference is made to your letter of November 13th, addressed to us at Pendleton.

Owing to some difficulty which we are having with the U. S. Bureau of Public Roads relative to your overrunning of the time limit on the Stanfield-Pendleton Project, we will not be able to issue the final voucher for this project until about December 1st. To assist you in the meantime, however, we are today issuing a semi-final payment releasing approximately $4,000 of the retained percentage. This voucher will go forward to you either this afternoon or tomorrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. C. Williams

RECEIVED
NOV 18 1937
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 17, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. S. H. Probert, Office Engr.

Dear Sir:

Will you please advise the Washington Asphalt Company as to their inquiry in the attached letter having reference to payment of the retained percentage on the Stanfield-Pendleton contract?

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

MELROSE 2707

WASHINGTON ASPHALT COMPANY

309 WEST 39TH STREET

SEATTLE, WASH.

November 13, 1937

Oregon State Highway Commission
Pendleton, Oregon.

Attention Auditor.

Gentlemen:

We are wondering if you can advise us approximately when we may expect payment of the retained percentage on our contract No. 1959.✓

Very truly yours,

WASHINGTON ASPHALT COMPANY,

BY Beezley

P.C.Beezley
S.

RECEIVED
NOV 17 1937
DIVISI CE
LA GR

FORM [illegible] 1-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. C. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
NOV 15 1937
OREGON
STATE HIGHWAY COMMISSION

November 12, 1937

IN REPLY PLEASE
REFER TO FILE NO.

42

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

In submitting final quantities for the Stanfield-Pendleton surfacing project, contract number 1959, the resident engineer overlooked stockpile of 1/4 inch to nothing screen rejections, which material was piled at the West quarry site. The total yardage in this stockpile is 806.6 cubic yards, which involved 153.3 mile yards haul.

I am submitting herewith platted section and field measurements supporting these additional materials which should be added to the semi-final estimate as submitted by Resident Engineer Swift.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

✓ cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
NOV 15 1937
OREGON
STATE HIGHWAY COMMISSION

November 12, 1937

IN REPLY PLEASE
REFER TO FILE NO.

42

Washington Asphalt Company
509 West 38th Street
Seattle, Washington

NOTED
State Highway Engineer

Gentlemen:

Your letter addressed to the State Highway Commission at Salem with reference to quantities as shown by the final estimate on your contract No. 1959, Stanfield-Pendleton section, has been referred to this office.

Resident Engineer Dean Swift advises that one stockpile of 1/4 inch to nothing screen rejections stockpiled at the West quarry site was overlooked and he has submitted final measurements showing a total of 306.6 cubic yards of this type of material being within the one-half mile haul limit, so that the haul is 153.3 mile yards. These added quantities are being submitted to the Salem office for inclusion in your final estimate figures.

We are unable to account for the discrepancy in the amount of mineral aggregate, as Swift advises that a check of all material receipts shows the total to be 30,000.5 cubic yards, whereas your check of the tickets indicates a total of 30,138.5 cubic yards. All final estimate quantities are checked in the Salem office of the State Highway Department and should Mr. Swift have made an error in his computations, the error will be discovered by the Salem check. If the Salem office verifies Mr. Swift's quantities, it would appear necessary for you to make a recheck of your tickets. Swift gave as his opinion that it is possible you were including some tickets issued on the Pendleton-Mytinger section, which work you performed for the Consolidated Highway Company, Inc.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock
H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING
1/2

November 6th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The attached letter has been received from the Washington Asphalt Company regarding their final estimate on the Stanfield-Pendleton Section.

Will you kindly check up their inquiries and advise them direct, sending a copy to this office.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

RECEIVED
NOV 2 1937
FOR FILING

42

November 2, 1937

Washington Asphalt Company
309 West 39th Street
Seattle, Washington

Attention: Mr. P. C. Beasley

Gentlemen:

In response to your request of October 29th, we are returning to you herewith the list of material ticket numbers with station limits of haul and number of yards per load.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. R. Parsons/HR

Encl.

MElrose 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
NOV 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 29, 1937.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Some time ago we wrote Mr. Dean Swift regarding information on our contract No. 1959, Stanfield-Pendleton. He advises that these records are now at Salem.

Our subcontract with Rogers Construction Company provides for making payment to them for rock furnished on the basis of a flat price for the rock plus a cubic yard mile basis for the haul to the stock pile. In checking over the tickets for the mineral aggregate we found that some of the ticket numbers were missing from the series on certain dates.

Enclosed is a list of the dates and missing ticket numbers. We will appreciate it if you could fill in the station number and yardage of the missing tickets, crossing out those ticket numbers which are void, if any.

Very truly yours,
WASHINGTON ASPHALT COMPANY,

By PCBeezley

P.C.Beezley
S.

610
613

October 25, 1937

Union Oil Company of California,
926 W. Sprague Avenue,
Spokane, Washington.

Attention: T. J. Fahey.

Gentlemen:

Reference is made to your letter of October 22nd advising that you had not received a reply to your letter of September 23rd concerning the Washington Asphalt Company Contract No. 1959, Stanfield-Pendleton Section in Umatilla County.

We are enclosing herewith copy of our letter of September 25th which was in reply to yours of the 23rd. This apparently went astray as we know of no reason why you did not receive it. The status of this contract is the same.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 401 SPC. 4-36 5M

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

MAIN 3266

926 W. SPRAGUE AVENUE
Spokane, Wash.

RECEIVED
OCT 25 1937
OREGON
STATE HIGHWAY COMMISSION

October 22, 1937

Oregon State Highway Commission
Salem
Oregon

Gentlemen: Re: State of Oregon Contract #1959

We fail to find where we have received a reply to our letter of September 23rd in which we asked that you inform us the date of acceptance of the subject contract.

We would greatly appreciate your furnishing us with this information, advising us if you can if settlement has been made with the contractor. Thanking you, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Fahey

District Credit Supervisor

WSN:VB

#1959

J. E. MCGOVERN
M. B. MCGOVERN

CHARLES CARROLL
TOD [illegible]

J. E. MCGOVERN COMPANY
Complete **INSURANCE** *Service*
EXECUTIVE OFFICE: PEYTON BUILDING
Spokane, Washington

RECEIVED
OCT 21 1937
FOR FILING
42

RECEIVED
OCT 20 1937
OREGON
STATE HIGHWAY COMMISSION

October 19, 1937.

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

RE: Stanfield-Pendleton Section
Echo Oregon Trail Section
Pendleton-Air Port Section
of the Old Oregon Trail Highway Contract of the Washington
Asphalt Company

Inasmuch as the United Pacific Insurance Company is interested in the above contract which we understand was recently completed, we would appreciate your filling out the information on the enclosed questionnaire, returning same to us in the self-addressed, envelope which is enclosed.

Thanking you for your good cooperation in this instance and your many favors of the past, we are

Yours very truly,

J.E. McGovern Company

By Chas Carroll

CC:JS

Answered 10-20-37

UNITED PACIFIC INSURANCE COMPANY

STANFIELD-PENDLETON HIGHWAY FEDERAL AID PROJECT NO. 42

Date contract was accepted by the State Completed Sept, 11, 1957. Has not been accepted.

Total amount of the contract price Final payment has not been made.

Total amount of final estimate and retained percentage held by the State

Probable date on which final estimate will be paid Total amount paid to date on this contract is $167,428.83.

The retained percentage is $5,178.21.

Will probably be some time before final payment is made. Exact date of final payment cannot be given at this time.

State Highway Commission

COPY

RECEIVED
OCT 13 1937
FOR FILING
42

October 11, 1937

United Pacific Insurance Company
Exchange Building
Seattle, Washington

Attention: Albert McCarthy

Gentlemen:

Reply is made to your letter of the 8th instant in regard to the Washington Asphalt Company's contract for the construction of the Stanfield-Pendleton Section of the Old Oregon Trail in Umatilla County.

Our records show that this job was completed on September 11, 1937; also that the contractor earned a total of $172,606.84. We have paid the contractor to date $167,428.63, leaving a balance due of $5,178.21. This balance will be retained until the job has been formally accepted by the Highway Commission which I anticipate will be on October 22 and until the final field notes have been checked over by our office engineers.

Very truly yours,

Secretary

HBG:AM

Oct, 11, 1937

H. B. G.

Cont. #1959 - Stanfield-Pendleton Section was completed Sept, 11, 1937. Total amount earned is $172,606.84 - Retained is $5,178.21 - Paid to date $167,428.63. Has not been accepted by the Commission nor can we tell just when the final payment will be made.

McFarland

RECEIVED
OCT 11 1937
OREGON
STATE HIGHWAY COMMISSION

State Highway Engineer,
Salem, Oregon

Dear Sir: Re: Bond No. 21875 - Rogers Construction Co.
Contract--Washington Asphalt Co.

On March 25, 1937, the State of Oregon opened bids for the improvement of the Stanfield-Pendleton Section of the Old Oregon Trail and two sections of secondary highway. This was federal aid project No. 42. The contract for doing this work was awarded to the Washington Asphalt Co. for $179,858.72.

The Rogers Construction Company sub-contracted a portion of this work from the Washington Asphalt Co. and the United Pacific Insurance Company wrote the sub-contract bond for Rogers Construction Company.

Will you kindly advise us the status of the contract as awarded to the Washington Asphalt Co. This is the only manner we have of checking as to the status of the Rogers Construction Co. contract. We would appreciate an early reply. Thank you.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Albert McCarthy
Albert McCarthy

AM:LD

REFERRED TO
Jmm
BY SECRETARY

please get me data for reply

ANSWERED
H. B. G.

RECEIVED
OCT 11 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED PACIFIC
Insurance Company
EXCHANGE BUILDING
SEATTLE, WASHINGTON

October 8, 1937

Mr. H. C. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir: Re: Bond No. 21875 - Rogers Construction Co.
Contract--Washington Asphalt Co.

On March 25, 1937, the State of Oregon opened bids for the improvement of the Stanfield-Pendleton Section of the Old Oregon Trail and two sections of secondary highway. This was federal aid project No. 42. The contract for doing this work was awarded to the Washington Asphalt Co. for $179,858.72.

The Rogers Construction Company sub-contracted a portion of this work from the Washington Asphalt Co. and the United Pacific Insurance Company wrote the sub-contract bond for Rogers Construction Company.

Will you kindly advise us the status of the contract as awarded to the Washington Asphalt Co. This is the only manner we have of checking as to the status of the Rogers Construction Co. contract. We would appreciate an early reply. Thank you.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Albert McCarthy
Albert McCarthy

AM:ID

REFERRED TO
Jmm
BY SECRETARY

please get me data for reply

ANSWERED
H. B. G.

#1459

RECEIVED
SEP 27 1937

42

September 25, 1937

Union Oil Company of California,
926 W. Sprague Avenue,
Spokane, Washington.

Gentlemen:

In response to your inquiry of September 23rd you are advised that the Washington Asphalt Company Contract No. 1950, Stanfield-Pendleton Section in Umatilla County, was completed September 11, 1937. This contract has not yet been accepted by the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1959

RECEIVED
SEP 24 1937
OREGON
STATE HIGHWAY COMMISSION

Union Oil Company of California

PRODUCERS AND REFINERS OF:
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE.
"RED LINE" LUBRICATING OILS AND GREASES.

MAIN 3265

925 W. SPRAGUE AVENUE
Spokane, Wash.
September 23, 1937

Oregon State Highway Commission
Salem
Oregon

Gentlemen: Re: State of Oregon Contract #1959

We understand that the subject contract has been completed and we would appreciate your informing us the date of its acceptance. Thanking you, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

WSN:VB

#1959

RECEIVED
SEP 24 1937
FOR FILING
42

September 23, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Washington Asphalt Company on Contract No. 1959, Stanfield-Pendleton Section of the Old Oregon Trail in Umatilla County. This payment will be made on or after October 2, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-M-1 2M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
42

September 15, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

For your information, I wish to advise that the Washington Asphalt Company and the Rogers Construction Company conducted their work on the Stanfield-Pendleton surfacing and bituminous macadam project in a highly credible manner.

They at all times showed exceptional cooperation with the engineers and seemed desirous of turning out a satisfactory job as well as making a profit for themselves. All in all, I would say that both companies are eminently satisfactory contractors.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc H. G. Smith

FORM 5-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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FOR [illegible]
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OREGON
STATE HIGHWAY COMMISSION

September 15, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith the semi-final estimate on the Stanfield-Pendleton section of the Old Oregon Trail in Umatilla County. In support of the semi-final estimate there is being submitted by express the following data:

156 Material receipt books
1 Summary of material receipt books
1 Book of platted sections (stockpiles)
1 Book field notes on stockpiles
1 Blue print map showing haul to stockpiles and preparation of base
Supporting bills for asphalt shipped from refinery.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
J. W. McCallister

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

Refer to File No.

42

September 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

All work on the Stanfield-Pendleton surfacing and bituminous macadam project, Old Oregon Trail in Umatilla county was satisfactorily completed by the Washington Asphalt Company on September 11. The total cost of the project, which includes the two secondary surfacing projects let in connection with the Oregon Trail section, is $175,651 as compared with the project authorization of $197,855. Of this approximate $22,000 underrun, $7,000 is in contract items and the balance is a saving in the contingency and engineering fund. The total saving in the engineering fund will not be quite this amount, however, as a small amount of possibly $600 or $700 will be required for the placing of permanent reference points, benchmarks, etc. After the completion of this work, the engineering total will be slightly under 2%. At the date of completion of the surfacing and bituminous macadam project the engineering costs are 1.76%.

The largest saving in contract items is the crushed rock surfacing and crushed rock shoulder materials. When the preliminary estimate was prepared, it was thought that a considerable amount of crushed rock would be necessary to smooth up and bind the gravel topping. The amount estimated was not required and a very substantial saving was effected in the crushed rock materials. The saving on both surfacing and shoulders is approximately $7,000, or the approximate amount of the underrun in the contract items.

There was a very material overrun in the filler item. This was occasioned by the necessity of using a larger amount of filler in the top course of the roadbed topping, which it was necessary

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
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H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Semi-final estimate, Stanfield-Pendleton surfacing and bituminous macadam project. O.O.T., Umatilla Co.

Page #2
9-15-37

to compact before the crushed rock surfacing was placed. In the preliminary estimate sufficient allowance was not made for the filler that would be required in the roadbed topping.

The hauling of filler was over for the reason that the amount of filler was increased.

The amounts of crushed rock in stockpile were increased in order to make provisions for maintenance materials on contemplated work in the vicinity of the project. Some of this material was stockpiled for use on the Lexington-Echo secondary highway southwest of Lexington, where there are no materials available at this time. Some of the materials were also stockpiled for contemplated improvement of streets in Pendleton in the event that the interchange of Court Street and Ora Street crossings is made. A very low price was bid on these materials and the securing of a considerable amount at this price will be a very decided benefit to the state.

Through some error for which the contractor is unable to account there were approximately 2 extra car loads of asphalt ordered for the job. In order to dispose of these without too great a loss, the contractor agreed to place it in barrels for maintenance purposes wherever desired by the District Maintenance Superintendent at a cost lower than it could be purchased and barreled by state forces. For this reason, the two extra cars of oil were barreled at Condon and Pendleton for use in future maintenance operations and a price agreement covering the same is being submitted herewith.

The contractor had 515.4 cubic yards of crushed rock in stockpile left over upon completion of the oiling work. He agreed to sell this rock to the State f.o.b stockpile for 87¢ per cu.yd. and I am submitting herewith price agreement No. 2 covering the purchase of this amount of crushed rock.

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock ✓

Form [illegible]—6M—11-35

42

✓

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 11, 1937

Section Stanfield - Pendleton

Kind of work Surf

Highway Old Ore. Trail

Section prefix 30-1119

Contractor Washington Asp. Co.

Contract number 1959

Date of contract Mar 25, 1937

Date of completion Aug 31, 1937

Date work started apr 5, 1937

Estimated date of completion Sept 11, 1937

Amount of contract $179858.72

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $179858.72

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $2500, 1.4%

Date project was completed Sept. 11, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished on this project this date.

NOTED
RAY WEBBER

RECEIVED
SEP 13 1937

Signed Dean Swift

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		24.7		24.7	
Miles partially completed		24.7		24.7	
Miles completed		77000		30200	
Total estimated quantities		77000		30200	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	NR's COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	11				8		20
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	FAIR		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible]
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

SEP 7 1937
FOR FILING
112

September 2nd, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

May we have your concurrence in the extension of time on the Washington Asphalt Company contract #1959, F.A.P. 42, covering the bituminous macadam on the Stanfield-Pendleton Section of the Old Oregon Trail Highway.

The construction of this section was a little different from the ordinary in that no traffic was allowed to use the road which is necessary in order to secure satisfactory results. If the contractor had been allowed to place the screenings immediately, he would have been able to finish the project on time.

As traffic was not inconvenienced nor engineering unduly increased, it is recommended that the extension be granted from August 31st to September 15th without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED

FORM 9-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

DEPARTMENT OF AGRICULTURE

RECEIVED
SEP 2 1937
FOR FILING
42

1 1937
STATE HIG COMMISSION

August 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith a letter addressed to Resident Engineer Dean Swift by the Washington Asphalt Company requesting an extension of time on their contract No. 1959, Stanfield-Pendleton section, until September 15. Their letter of application contains the consent of the surety company to the extension.

You will note in their letter of application they advise that they would have been able to compelte the oiling operations on time had there not been some delay in the application of screenings. This is true, but it was necessary that we delay the placing of the screenings until the road had been subjected to traffic for a few days. The construction of this road was a little different from ordinary construction projects in that we had no traffic during construction of the bituminous macadam and, therefore, we were unable to proceed immediately with the application of the final screenings coating.

It is recommended that the Washington Asphalt Company be granted the extension requested without penalty.

Very truly yours

W. C. Williams
Division Engineer

WCW:MA
enc.

cc H. B. Glaisyer

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SEP 8 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 42
Stanfield-Pendleton section
Old Oregon Trail

42

August 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Ion

Oregon Project No. 42

Hwy 28173

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 15, 1920, by the State Highway Commission of Oregon, and on August 24, 1920, by the Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on February 25, 1936 and December 17, 1936, respectively, by the said State Highway Commission, and on April 15, 1936 and February 25, 1937, respectively, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Project No. 42; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for the construction of a bituminous macadam wearing surface over the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said project be increased from $378,374.55 to $554,699.55 and that the Federal funds approved and set aside to the credit of said project be increased from $215,500.00 to $323,910.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of three hundred twenty-three thousand, nine hundred ten and no/100 dollars ($323,910.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of three hundred twenty-three thousand, nine hundred ten and no/100 dollars ($323,910.00) certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five hundred fifty-four thousand, six hundred ninety-nine and 55/100 dollars ($554,699.55), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 19th day of July, 1937, and the Secretary of Agriculture on the 2 day of August, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By H H O'Leary
Acting Chief, Bureau of Public Roads

Oregon Project No. 42

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 42, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $554,699.55 in lieu of the $215,500.00 approved by Cert. of Feb. 25, 1937 as the total estimated cost of said project, and the sum of $323,910.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 2 day of Aug, one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. J. O'Grady
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

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JUL 20 1937
FOR FILING
42

July 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Stanfield-Pendleton Section, PA Project No. 42.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

R. H. Baldock

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JUL 30 1937
FOR FILING

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NOTED

Cost Analysis to July 17th, 1937

Old Oregon Trail, Stanfield-Pendleton, Surfacing & Oiling
Contract 1959, Prefix 30-1119

Washington Asphalt Co., Contractor
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	*Unit Bid	Gross Revenue
Crushed Rock Surfacing	$15,498.00	14,350 cu. yd.	1.08	1.20	$17,220.00
Crushed Rock Shoulders	6,858.00	6,350 cu. yd.	1.08	1.20	7,620.00
Filler	3,060.00	8,500 cu. yd.	0.36	0.40	3,400.00
Hauling Filler	1,190.00	8,500 yd. mi.	0.14	0.10	850.00
Sprinkling	2,919.20	1,424 M-Gal.	2.05	2.00	2,848.00
Mineral Aggregate	12,920.00	19,000 cu. yd.	0.68	0.87	16,530.00
Haul Mineral Aggregate	3,300.00	30,000 yd. mi.	0.11	0.10	3,000.00
	$45,745.20				$51,468.00

Gross Revenue	$51,468.00
Total Cost	45,745.20
Net Profit	$5,722.80

Net Profit Equals 11.1% of Gross Revenue

* Sub-Contractor's Prices.

CC CC

Stanfield-Pendleton Section

Detail of Cost

Labor:

Supervision (Ray Rodgers 3 Mos. at $200.00)	$ 600.00	
" (Supt. & Timekeeper)	296.72	
Labor	13,772.39	
State Industrial Accident Insurance	1,125.53	
Unemployment Insurance	281.38	
Old Age Pension	140.69	$16,216.71

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental (Including Hired Trucks)	15,668.00	
Gas, Oil & Grease	5,335.00	
Small Tools, Supplies & Misc.	1,340.41	
Explosives	4,350.00	
Lumber & Supplies for Erection of Plants	875.00	
Drilling Supplies	280.40	
Moving in Expense	650.00	
Bond	324.68	
Home Office and Overhead	325.00	29,528.49

Total Cost		$ 45,745.20

Stanfield-Pendleton Section

REMARKS:

This job was bid and awarded to the Washington Asphalt Co. on March 25th, 1937. On April 5th, the Rogers Construction Co., who sub-contracted the crushed rock and surfacing work, started moving in and working on drilling and shooting the west quarry. A small crushing plant was erected and started crushing May 7th. A larger crushing plant was erected at the quarry on the east end of the job and started crushing June 25th. To July 17th, all the surfacing material (21,500 cu. yd.) and about 19,000 cu. yds. of the mineral aggregate had been produced. At the present rate of production of 700 cu. yds. per day, the remainder of the crushed material should be produced in 26 days or by August 20th.

Oiling will probably start about July 28th, and should be completed about Sept. 1st.

The rock in these quarries shot up nicely so that the two small crushing plants made excellent progress. Both plants combined average about 60 cubic yards of surfacing and large size mineral aggregate per hour, and about 35 cubic yards of the smaller sizes of mineral aggregate per hour. The plants are operated 20 hours per day.

The cost of the surfacing material and the large size of mineral aggregate in the bunker was only $0.57 per cubic yards.

The sub-contractor shows a fair profit even though the bid prices are low. The rock in these quarries broke up small and was ideal for crushing, and this with the efficient operation of the sub-contractor has resulted in very low costs.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#1959

RECEIVED
JUL 1937
FOR FILING

RECEIVED
JUL 15 1937

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P. O. DRAWER 56

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

42

WALLA WALLA, WASH.

July 14, 1937

Rogers Construction Company,
Dayton, Wash.
Crushing rock and setting up grade for surfacing - Pendleton-Stanfield section Oregon State Highway

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Will you please fill out and return the attached form to us covering the above work in which Rogers Construction Company are engaged as subcontractors under Washington Asphalt Company on the Pendleton-Stanfield section of Oregon State Highway, known we believe as Job No. 1959.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager
By
District Credit Man EBG

EBG:DH
Attach

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 2, 1937

RECEIVED
JUL [illegible] 1937
FOR FILING

42

RECEIVED
[illegible] 1937
[illegible] COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Washington Asphalt Company
309 West 39th Street
Seattle, Washington

NOTED
State Highway Engineer

Gentlemen:

In order to insure completion of the Stanfield-Pendleton bituminous macadam project within the specified time limit, I consider it necessary that the construction of bituminous macadam be commenced not later than July 15.

The crushing contractor has completed approximately fifteen miles of surfacing and is now producing oil rock aggregate from one plant and it appears that by July 15 he will have produced sufficient rock to insure continued oiling operations until the job is completed.

You will, therefore, please make arrangements to start this oiling work by July 15.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
H. G. Smith
Dean Swift

RECEIVED
JUN 30 1937
FOR FILING

42

June 25, 1937

Washington Asphalt Company
309 West 39th Street
Seattle, Washington

Attention: P. C. Beezley

Gentlemen:

I have just received your letter of the 23rd instant in regard to the assignment of monies due you in connection with your contract with the State Highway Commission for construction on the Old Oregon Trail, between Pendleton and Stanfield, and thanking you for the same.

Your previous letter in regard to the assignment was perfectly clear but evidentally mine, acknowledging the same, was not clear to you; anyway, I have already authorized the auditor to release the current estimate warrant direct to you without the assignment and we will continue to mail them direct to you unless we hear from you to the contrary.

In checking up with the auditor today I find that the warrant covering the first estimate will be forwarded to you in today's mail.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

Carl Smith
note & return

NOTED JUN 26 37
CARL F. SMITH
AUDITOR

noted
26

MELROSE 2707

WASHINGTON ASPHALT COMPANY

309 WEST 39TH STREET

SEATTLE, WASH.

RECEIVED
JUN 25 1937
OREGON
STATE HIGHWAY COMMISSION

June 23, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Dear Sir:

I am sorry I did not make clear our intentions in my letter of June 18.

In view of the fact that practically all of the money from the June and July estimates will go through us to the subcontractor and we will not be needing funds from the bank, we decided not to assign the whole contract.

We will, however, probably assign the August estimate and possibly the final estimate aside from the retained percentage. In this event, we will furnish you with assignments covering the exact amounts of these estimates together with a letter of consent from the Surety Company.

Accordingly, will you please mail us the check for the current estimate so that we may forward the funds due to the subcontractor.

Very truly yours,

WASHINGTON ASPHALT COMPANY

By Beezley

P. C. Beezley
G

ANSWERED
H. B. G.

RECEIVED
JUN 26 1937
FOR F

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP No. 42
Stanfield-Pendleton Section
of the Old Oregon Trail

June 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUN 25 1937
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

THE PACIFIC NATIONAL BANK

OF SEATTLE

CAPITAL AND SURPLUS $3,000,000.00

GEORGE H. GREENWOOD, PRESIDENT
GASPAR W. CLARKE, EXECUTIVE VICE PRESIDENT
ROBERT S. WALKER, VICE PRESIDENT
ALFRED V. GODSAVE, VICE PRES. & TRUST OFFICER
FOWLER W. MARTIN, VICE PRESIDENT
EUGENE W. BROWNELL, VICE PRES. & CASHIER
WILLIAM F. MUEHE, ASST CASHIER
ROBERT D. KEITH, ASSISTANT CASHIER
CHARLES R. HORCH, ASSISTANT CASHIER
CHARLES F. FRANKLAND, ASST VICE PRES.

SEATTLE, WASHINGTON

RECEIVED
JUN 24 1937
FOR FILING

42

RECEIVED
JUN 22 1937
OREGON
STATE HIGHWAY COMMISSION

June 21, 1937

~~Contract with returns~~

Oregon State Highway Commission,
Salen, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary.

Gentlemen:

This will acknowledge your letter of June 19th relative to the contract which the Washington Asphalt Co. has on the Stanfield-Pendleton section, Umatilla Co., and it is satisfactory to us that you send direct to the said Company the payment for estimate No. 1 which you said will be ready within the next few days.

In view of the way the contract is apparently going to work out, which is, I believe, that the Company expects to begin its part of the work about July 15 and to have probably only one estimate therefor besides the final (practically all of the other payments being passed along to sub-contractors), it has decided to give us an assignment of each estimate separately should it have occasion to ask us for an advance thereagainst. I believe the Company has already written you asking whether you have forms to be used in such cases.

We appreciate your interest in the matter as evidenced by your letter of the 19th.

Yours very truly,

R. S. WALKER,
Vice President.

RSW:MR

noted 6/23

JUN 22 '37

RECEIVED
JUN 24 1937
FOR FILING
42

June 21, 1937

WASHINGTON ASPHALT COMPANY
309 West 39th Street
Seattle, Washington

Attention Mr. P. C. Beasley

Gentlemen:

Responding to your request of June 18, I am enclosing for your use several copies of our form for assignment of claim.

I note that you now contemplate assigning only one payment to the bank, covering an intermediate voucher. In this connection wish to say that the amount of the assignment must be exactly the same as the amount of the voucher, because we cannot split any particular payment. We must also have a letter from the surety, consenting to the assignment without prejudice to the bond.

We are withholding payment of the next voucher pending receipt of the assignment and consent of surety.

Very truly yours,

Secretary

[redacted]

REFERRED TO Carl Smith
BY SECRETARY
note & return
HMS

noted [illegible]

JUN 22 '37
CARL F. SMITH
AUDITOR

MElrose 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
JUN 21 1937
OREGON
STATE HIGHWAY COMMISSION

June 18, 1937

Oregon Highway Department
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In view of the fact that we will probably have only one estimate before the final, aside from the items which will practically all be due the subcontractor, we decided not to assign our contract in full to the bank as we started to do some time ago.

However, it is probable that we may want to assign the particular estimate which comes in the middle of the work that we will be doing ourselves. In this event, would we use your form #26 or is there another form for this type of assignment? Will you please send us a supply of the proper forms for this purpose?

Very truly yours,

WASHINGTON ASPHALT COMPANY

By Beezley

P. C. Beezley
G

ANSWERED
H. B. G.

RECEIVED
JUN 21 1937
FOR FILING
42

June 19, 1937

THE PACIFIC NATIONAL BANK
Seattle, Washington

Attention Mr. Paul W. Kitts, Collateral Dept.

Dear Sirs:

Reference is made to your letter of May 22 and my reply of May 25, regarding assignment of payments of the Washington Asphalt Company contract, No. 1959, Stanfield-Pendleton Section, in Umatilla County.

In my letter of the above mentioned date I requested that four copies of the assignment form which were enclosed should be properly executed and returned to this office with the written consent of the surety on the bond. To date I have received no reply.

You are advised that we shall be ready to make payment of estimate No. 1 on this contract within the next few days and unless we hear from you to the contrary the warrant covering this payment will be mailed direct to the Washington Asphalt Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Washington Asphalt Company
300 W. 39th Street, Seattle

Carl Smith, Auditor

FORM 2-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
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FOR FILING
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June 1, 1937

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
JUN 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. R. G. Smith, Construction Engineer

Dear Sir:

The quarry site which was purchased for use on the Pendleton-Stanfield surfacing project at Station 1132 was crossed by the main pole line of the Pacific Telephone and Telegraph Co., the company holding a permanent easement for the occupancy.

It was necessary to move a considerable portion of their line in order to operate the quarry site and the cost of moving the line is estimated by the company at $265. Of this amount, the company is entitled to reimbursement for approximately $100 as this amount of line was not on the State right of way.

I am enclosing an order for state force work on contract projects as per instructions contained in your recent circular letter. There is some question, however, as to whether this payment should be made by the State or by the contractor. As it was necessary to move the line for permanent use of the quarry, it appears to me that the charge should be against the State, that is, approximately $100, which will be invoiced in detail by the telephone company.

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
JUN 2 1937
FOR FILING
42

NOTED
State Highway Engineer

May 28th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

You may submit State Force Orders on Contract Projects to cover the sealing of the East Unit of the Emigrant Hill-Emigrant Springs bituminous macadam.

I cannot approve the same type of order for the 7 miles east of Emigrant Springs as that is standard construction - double seal - and it has been in use for two years.

I can see no way in which it would be consistent with our past auditing practice and keep the construction within the $2,000 limit to treat the Meacham Section as other than a maintenance project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-H-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 28, 1937

RECEIVED
JUN 2 1937
FOR FILING
42

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Under date of May 27, I advised you that estimated cost of sealing the Emigrant Hill section of the bituminous macadam would be $600 per mile, based on .375 application of cutback asphalt.

This estimate is in error, as the amount of cutback to be used on the second seal is .025, which will reduce the cost to approximately $500 per mile.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
~~J. H. Bishop~~

RECEIVED
MAY 28 1937
FOR FILING

42

#1959

May 25, 1937

The Pacific National Bank

Seattle, Washington

Attention: Paul W. Kitto
Collateral Department

Gentlemen:

This acknowledges receipt of your letter of the 22nd instant inclosing an assignment in duplicate signed by the Washington Asphalt Company whereby the company assigns to the Pacific National Bank of Seattle all of its right, title and interest in and to all monies now or hereafter owing it under its contract, No. 1959, with the Oregon State Highway Commission, for the construction of bituminous macadam on the Stanfield-Pendleton Section of the Old Oregon Trail in Umatilla County.

The form of assignment that you submitted is not satisfactory to the Oregon State Highway Department nor to the Secretary of State of the State of Oregon so we can not honor it in its present form.

I am inclosing four copies of a satisfactory form which will be honored by this department if properly executed. Please have them signed by the proper officials of the Washington Asphalt Company, namely the President and the Secretary, and have the corporate seal attached thereto. Return two of these copies to this office, accompanied by a letter from the surety on the bond furnished by the contractor in connection with this contract consenting to such assignment without prejudice to the bond. This is important because we can not honor the assignment without the surety's consent.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

cc. Mr C. Smith

REFERRED TO

THE PACIFIC NATIONAL BANK
OF SEATTLE

CAPITAL AND SURPLUS $3,000,000.00

GEORGE H. GREENWOOD, PRESIDENT
CASPAR W. CLARKE, VICE PRESIDENT
ALFRED V. GODSAVE, VICE PRES. & TRUST OFFICER
EUGENE W. BROWNELL, VICE PRES. & CASHIER
ROBERT D. KEITH, ASSISTANT CASHIER
JOHN C. BURGARD, ASST VICE PRES.
ROBERT S. WALKER, VICE PRESIDENT
FOWLER W. MARTIN, VICE PRESIDENT
WILLIAM F. MUEHE, ASST CASHIER
CHARLES R. HORCH, ASSISTANT CASHIER
CHARLES F. FRANKLAND, ASST VICE PRES.

SEATTLE, WASHINGTON

May 22, 1937

1937

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

You will find enclosed assignment in duplicate signed by the Washington Asphalt Company in favor of The Pacific National Bank of Seattle, covering all right, title and interest in and to all moneys now, or hereafter owing us under contract #1959 with the State of Oregon Highway Commission dated March 25, 1937.

We will appreciate your acceptance of this assignment on the duplicate copy returning it to us for our files.

Yours very truly,

Paul W. Kitto

Paul W. Kitto
Collateral Department

PWK:vab
Encl.

MELROSE 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
[illegible] 1937
[illegible]ION

May 22, 1937

The State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

For the sum of One Dollar ($1.00) to us in hand paid, and other good and valuable consideration, the receipt of which is hereby acknowledged, we assign, transfer and set over unto The Pacific National Bank of Seattle, all our right, title and interest in and to all moneys now, or hereafter owing to us under contract # 1959 with the State of Oregon Highway Commission dated March 25, 1937, covering construction of approximately twenty-five miles of bituminous macadam on the Stanfield-Pendleton section of the Old Oregon Trail and two sections of Secondary highways contiguous thereto, in the amount of One Hundred Seventy-nine Thousand, Eight Hundred Fifty-eight Dollars and seventy two cents ($179,858.72), and you are hereby authorized and instructed to make all payments to the said The Pacific National Bank of Seattle instead of to us.

Very truly yours,

WASHINGTON ASPHALT COMPANY

By______________

STATE OF WASHINGTON)
County of King) SS

Subscribed and sworn to before me this 22 day of May 1937.

Paul W. [illegible]
Notary Public in and for the State
of Washington, residing in Seattle

ACCEPTED:

STATE HIGHWAY COMMISSION OF OREGON

By______________

MELROSE 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
MAY 24 1937
OREGON
STATE HIGHWAY COMMISSION

May 22, 1937

The State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

For the sum of One Dollar ($1.00) to us in hand paid, and other good and valuable consideration, the receipt of which is hereby acknowledged, we assign, transfer and set over unto The Pacific National Bank of Seattle, all our right, title and interest in and to all moneys now, or hereafter owing to us under contract # 1959 with the State of Oregon Highway Commission dated March 25, 1937, covering construction of approximately twenty-five miles of bituminous macadam on the Stanfield-Pendleton section of the Old Oregon Trail and two sections of Secondary highways contiguous thereto, in the amount of One Hundred Seventy-nine Thousand, Eight Hundred Fifty-eight Dollars and seventy two cents ($179,858.72), and you are hereby authorized and instructed to make all payments to the said The Pacific National Bank of Seattle instead of to us.

Very truly yours,

WASHINGTON ASPHALT COMPANY

By______________

STATE OF WASHINGTON)
County of King) SS

Subscribed and sworn to before me this xx day of May 1937.

____
Notary Public in and for the State
of Washington, residing in Seattle

ACCEPTED:

STATE HIGHWAY COMMISSION OF OREGON

By______________

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JUN 15 1937
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May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Stanfield-Pendleton Section, Federal Aid Project No. 42.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 42

STANFIELD-PENDLETON SECTION
OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1937

(Statement of Completed Federal Aid Work to be submitted prior to submission of final voucher.)

NEW WORK

West Unit, Stanfield-Pendleton Hill Unit (Sta. 239+83.6 to Sta. 705+00) (Contract No. 1911)

All Required		Clearing and Grubbing		$ 100.00
350	cu. yds.	Trench Excavation	$ 2.00	700.00
200,000	cu. yds.	Common Excavation	0.20	40,000.00
34,000	cu. yds.	Solid Rock Excavation	0.20	6,800.00
335,000	yd. sta.	Overhaul	0.01	3,350.00
54,000	yd. mi.	Truck Haul	0.20	10,800.00
8.86	miles	Finishing Roadbed and Slopes	200.00	1,772.00
58,000	lin. ft.	Rounding Cutbanks	0.03	1,740.00
1,300	lin. ft.	18" Corr. Iron Pipe	1.60	2,080.00
1,100	lin. ft.	24" Corr. Iron Pipe	2.30	2,530.00
110	lin. ft.	72" Corr. Iron Pipe	12.00	1,320.00
46,000	cu. yds.	Gravel Topping	0.18	8,280.00
230,000	yd. mi.	Hauling Gravel Topping	0.09	20,700.00
400	cu. yds.	Salvaging Surfacing Materials	0.40	160.00
				$ 100,332.00

Pendleton Hill Section (Sta. 1104+20 to 1352+00) (Contract No. 1786)

All Required		Clearing and Grubbing		$ 100.00
60	cu. yds.	Trench Excavation	$ 6.00	360.00
58,000	cu. yds.	Common Excavation	0.47	27,260.00
133,000	cu. yds.	Solid Rock Excavation	0.47	62,510.00
155,000	yd. sta.	Overhaul	0.01	1,550.00
58,000	yd. mi.	Truck Haul	0.12	6,960.00
3.98	miles	Finishing Roadbed and Slopes	300.00	1,194.00
23,000	lin. ft.	Rounding Cutbanks	0.05	1,150.00
1,600	lin. ft.	18" Concrete Pipe	3.00	4,800.00
100	lin. ft.	24" Extra Strength Concrete Pipe	5.00	500.00
480	lin. ft.	48" Extra Strength Concrete Pipe	9.00	4,320.00
23,000	cu. yds.	Gravel Topping	0.25	5,750.00
45,000	yd. mi.	Hauling Gravel Topping	0.12	5,400.00
				$ 121,854.00

Surfacing and Bituminous Macadam
(Sta. 239+83.6 to 1352+00) (Contract No. 1959)

19,000	cu. yds.	Crushed Rock Surfacing	$ 1.20	$ 22,800.00
8,000	cu. yds.	Crushed Rock Shoulders	1.40	11,200.00
4,000	cu. yds.	Filler	0.45	1,800.00
8,000	yd. mi.	Hauling Filler	0.10	800.00
2,000	M-Gal.	Sprinkling	2.00	4,000.00
20.40	miles	Preparation of Base	50.00	1,020.00
29,000	cu. yds.	Mineral Aggregate in Place	2.10	60,900.00
2,150	tons	Asphalt in Place	27.46	59,039.00
				$161,559.00

Subtotal	$383,745
10% Engr. & Cont.	38,374
Total	$422,119

Length of Roadwork	20.397 miles
Length of Bridge (Exception)	.004 mile
Total Length	20.401 miles
Cost per mile, Roadwork	$ 20,695

Roadside Improvement (Sta. 706+00 to Sta. 1274+00)
(State Forces)

70	acres	Soil Preparation	$ 13.00	$ 910.00
90	acres	Seeding	15.00	1,350.00

Subtotal	$ 2,260
10% Engr. & Cont.	226
Total	$ 2,486

Length of Roadside Improvement	10.776 miles
Cost per mile	$ 230

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 422,119	$ 257,494	$ 164,625
Roadside Improvement	2,486	1,516	970
	$ 424,605	$ 259,010	$ 165,595

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 12 1937
FOR FILING
42

#1911

May 11, 1937.

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1911 for the construction of the West Unit, Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County, has been completed by the contractor, James Crick, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 21, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $99,925.85, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

42

COPY

May 4, 1937

Mr. James McFarland
OFFICE

Dear Sir:

The State Highway Commission on April 27 approved and granted an extension of time to the Oregon Contracting Company and Theodore Arenz for the completion of their contract No. 1826 for the construction of the Rex Hill project in Washington and Yamhill Counties.

The extension is for 11 days---from November 30 to December 11, 1936.

The Commission also accepted the following contracts and authorized final payment in connection with each:

Contract No. 1826, with Theodore Arenz and Oregon Contracting Company, for the construction of the Rex Hill Section, which was completed on December 11, 1936; 73

Contract No. 1911, with James Crick, for grading the West Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail, completed April 25, 1937; 42

Contract No. 1935, with Chas. H. Leonard, for furnishing crushed rock on the Mt. Vernon-Prairie City and John Day-Davis Creek Section of the John Day and John Day-Burns Highways, in Grant County, completed April 8, 1937. 12-1201

Very truly yours,

Sgd. H. B. Glaisyer
Secretary

HBG:MBL

Original filed in 73.

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM OREGON

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
APR 26 1937
FOR FILING
42

April 23rd, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The said contract between the Washington Asphalt Co. and the Rogers Construction Co. covering the crushing of surfacing and oil rock on the Stanfield-Pendleton project, meets with the approval of this office.

The Washington Asphalt Co. complied with the special provisions in specifying that they wish to sub-contract this work to the Rogers Construction Co., and the Rogers Construction Co. signified their willingness to accept.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
C. E. Lew
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 20, 1937

RECEIVED
APR 22 1937
FOR FILING
42

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith an order for State Force work on contract projects in the amount of $990. This order covers the widening of the bridge crossing Furnish Canal, mile post 204.85, at the west end of the Stanfield-Pendleton relocated Old Oregon Trail.

The existing bridge has a roadway width of only 19 feet and 4 inches and presents a hazard to traffic for the reason that the newly constructed section has a roadway width of 30 feet with a paved width of 22 feet. It is intended to widen the existing bridge to a width of 26 feet.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 3-124 1M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 22 1937
FOR FILING
42

April 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. J. M. Devers, Attorney

Dear Sir:

In order to prevent stock from straying out of pasturage on the property being acquired as a rock quarry from William Barth on the Pendleton-Stanfield Section, it is necessary that a fence be constructed around the quarry.

You have advised me that this quarry site has been condemned and I am not certain if this relieves us of responsibility of fencing or not. However, in order to avoid any unnecessary damage or inconvenience to the owner of the property, I believe we should construct a fence immediately, so that the contractor can proceed with his operations without being hindered by necessity of watching stock, etc.

I am enclosing an order for State Force Work covering the fencing and if you feel that the same should be done by the State, please secure the approval of the order by Mr. H. G. Smith as soon as possible.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

RECEIVED
APR 19 1937
OFFICE OF
MAINTENANCE ENGINEER

#1911

RECEIVED
APR 15 1937
FOR FILING

42

April 15, 1937

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to James Crick on Contract No. 1911 for the construction of the West Unit, Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County. This payment will be made on or after April [illegible], 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
APR 16 1937
FOR FILING

42

April 15, 1937

WASHINGTON ASPHALT COMPANY
300 West 39th Street
Seattle, Washington

Gentlemen:

We are sending to you today by express a fully executed copy of Contract No. 1959, which was awarded to you on March 25, 1937, for bituminous macadam construction on the Stanfield-Pendleton Section of the Old Oregon Trail, in Umatilla County.

This copy is for your records and files.

Very truly yours,

Secretary

[illegible]

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 16 1937
FOR FILING

42

April 9, 1937

NOTED
State Highway Engineer

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 12 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the West Unit of the Stanfield-Pendleton Hill Section, Old Oregon Trail in Umatilla County was satisfactorily completed by James Crick, Contractor, on March 25, 1937.

The total cost of the work as shown by the semi-final estimate is $106,397, as compared with the project authorization of $110,365. The contract items, however, showed an overrun of 1%, this overrun being caused by an approximate 2% overrun in excavation quantities.

There were only two items that showed a variance of more than 10% with the estimate. The first of these items was trench excavation, which underran considerably. The underrun, apparently, is the result of overestimation in preparing the preliminary estimate.

The other item showing a 10% variance is 72 inch corrugated iron pipe, two of which pipes were installed for use as stock-passes. This item shows an underrun of 11% due to added percentage of preliminary estimate, which was not required in actual construction.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville
H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. WILLIAMS, Division Engineer
LA GRANDE, OREGON

RECEIVED
APR 1 1937
FOR FILING
42

April 9, 1937

In Reply Please Refer to File No.

RECEIVED
APR 12 1937
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Mr. R. H. Baldock
Highway Engineer
State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith semi-final estimate on the West Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County.

By express there is being forwarded to you the following records in support of the estimate:

Summary sheets, showing gravel topping haul
Sketch showing haul from gravel pit
Profile
Mass Diagram
Map constructed line, 10" ft=1 in.
Book summary of gravel topping
Book field notes, rounding, transit, pipe,
side ditch and classification
Book field notes, cross-section, borrow and
approaches
Book earthwork computations
Book platted sections
77 Receipt books, material
6 Pictures.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
Mr. McAllister

FORM S-A-1 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 19 1937
FOR FILING
42

April 7th, 1937

Washington Asphalt Company
Seattle, Washington

NOTED
State Highway Engineer

Gentlemen:

During an inspection trip through Eastern Oregon it was noted that a couple weeks of favorable weather had elapsed, and you had not started on your contract for surfacing and bituminous macadam on the Stanfield-Pendleton Section of the Old Oregon Trail Highway in Umatilla County.

It is very essential that this contract be completed within the time limit, and in order to do so, it is very necessary that the surfacing work be started immediately.

Since time is the essence of this contract, we would appreciate an expression as to your plans for prosecuting this work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Paddock ✓

RECEIVED
APR 6 1937
FOR FILING
Labor
42

COST ANALYSIS TO MARCH 25th, 1937
Old Oregon Trail Highway
West Unit, Stanfield-Pendleton Hill Section
James Crick, Contractor
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 85.00	100%			$ 100.00
Trench Excavation	333.10	182.5 cu. yd.	0.73	2.00	365.00
Common Excavation	20,083.55	186,090 cu. yd.	0.108	0.20	37,218.00
Solid Rock Excavation	6,575.70	28,590 cu. yd.	0.23	0.20	5,718.00
Overhaul	2,983.30	298,330 yd. sta.	0.01	0.01	2,983.30
Truck Haul	7,681.60	48,010 yd. mi.	0.16	0.20	9,602.00
Finishing Roadbed & Slopes	1,210.00	8.86 Miles	136.00	200.00	1,772.00
Rounding Cutbanks	2,106.40	52,900 lin. ft.	0.04	0.03	1,587.00
18" Corr. Iron Pipe	2,251.60	1,180 lin. ft.	1.91	1.60	1,888.00
24" " " "	2,675.40	950 lin. ft.	2.82	2.30	2,185.00
72" " " "	1,231.74	98 lin. ft.	12.63	12.00	1,176.00
Gravel Topping	5,677.80	45,680 cu. yd.	0.125	0.18	8,222.40
Hauling Gravel Topping	20,913.17	241,222 yd. mi.	0.087	0.09	21,709.98
	$ 73,808.36				$94,526.68

Gross Revenue	$94,526.68
Total Cost	73,808.36
Net Profit	$20,718.32

Net Profit Equals 22% of Gross Earned

NOTED
State Highway Engineer

Contract 1911

Labor:			
Supervision		$2,293.00	
Labor		21,684.33	
State Industrial Accident Insurance		1,098.87	
Unemployment Insurance		437.92	
Old Age Insurance		166.27	$25,680.39
Material:			
18" Corr. Iron Pipe	1,180 lin. ft. at 1.56	1,840.80	
18" " " " Bands	41 at 2.31	94.71	
24" " " "	950 lin. ft. at 2.44	2,318.00	
24" " " " "	33 at 2.88	95.04	
72" " " "	98 lin. ft. at 9.50	931.00	
72" " " " "	4 at 9.10	36.40	
Purchase of 3 acres gravel bars for topping		150.00	5,465.95
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		17,643.00	
Gas, Oil & Grease (Estimated)		4,060.00	
Hired Trucks (Including Gas)		13,282.00	
Explosives		225.00	
Small Tools, Supplies & Miscellaneous		2,617.69	
Move In (Estimated)		1,100.00	
Freight & Cartage		236.71	
Lumber for Shop		487.66	
Bond		1,003.32	
Home Office		2,006.64	42,662.02
COST GRAND TOTAL			$ 73,808.36

West Unit, Stanfield-Pendleton Hill Section
Contract #1911

REMARKS:

This contract consisted of the grading and topping of 8.86 miles of roadway. It was bid August 27, 1936, but due to the dry condition of the soil, work was not started until November 20th. On March 25, 1937 the work was practically complete.

During November and the first half of December, good progress was made with LeTourneau tandem units, each unit consisting of 2-12 cu. yd. carryalls. About the middle of December, an 18 cu. yd. carryall was brought on the job. A 2-12 cu. yd. tandem unit and the 18 cu. yd. single, each pulled with an RD-8 cat, were placed side by side in one of the cuts. On a 900-ft. haul, the 2-12 cu. yd. tandem unit averaged about 7 minutes for the round trip, while the 18 cu. yd. single unit, averaged about 6 1/3 minutes. Both units used about the same time for loading, but the single was able to gain a little advantage in discharging. Towards the latter part of December, the contractor hooked the 18 and a 12 cu. yd. in tandem, using a 75 A.C. cat to help load. With this method, about two minutes could be saved in loading, and an additional advantage of being able to pick up larger loads. Even with side boards mounted on the scrapers, very little difficulty was experienced in getting heaping full loads in this type of material when a helper cat was used.

The solid rock classification consisted of a hardpan and cemented gravel material and was also moved with scrapers. All of this material was loosened with a rooter, with the exception of approximately 2,000 cu. yds., which was drilled and shot.

The topping was taken from a gravel bar in the Umatilla River at Echo. The material was dug with a 2 yard NW shovel. A total of 45,680 cu. yds. were excavated in 225 shovel hours, an average of 200 cu. yds. per hour. The average depth dug was about 6 feet, the shovel being in about 4 feet of water.

The topping haul was subbed for $0.086 per yd. mi. An average of about 17 5-yd. trucks and 15 3-yd. trucks were required for hauling. The average haul was about 5 miles. A Fordtruck equipped with a Thornton four-wheel rear end drive and a 6½ ton dump bed hauled more rock and was the most economical truck on the job.

The job shows a nice profit which was due to large modern equipment, efficient operators and excellent supervision.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

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April 8, 1937

WASHINGTON ASPHALT COMPANY
509 West 39th Street
Seattle, Washington

Attention Mr. P. C. Beaseley

Dear Sir:

Reply is made to your letter of April 5 in regard to the contract recently awarded to you by the State Highway Commission for the construction of the Stanfield-Pendleton Section of the Old Oregon Trail, in Umatilla County.

The proposal bond that you substituted for your certified check is satisfactory, as I told you in my letter of the fifth, which you no doubt have. I returned your certified check in that letter.

Relative to the subcontract agreement between yourselves and the Rogers Construction Company, I wish to say that the Oregon State Highway Department will be satisfied with only one copy of this agreement. Formal approval by the State Highway Commission is not absolutely necessary in connection with such subcontract agreements but a letter from the Engineer approving the same will suffice.

Relative to the sample kit of employment and pay roll forms, I wish to say that another one of these is being sent to you under separate cover today.

Relative to the licensing of your motor vehicles, I must advise that all of the equipment that you use in this work must be properly licensed in the State of Oregon including that used in delivering the equipment and returning the same to your headquarters.

If there are any other points in connection with your job that you wish clarified, please advise me and I will endeavor to enlighten you to the best of my ability.

Very truly yours,

Secretary

HBG:MDL

MELROSE 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
APR 6 1937
OREGON
STATE HIGHWAY COMMISSION

April 5, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

On April 1 we forwarded the State Industrial Accident Commission notice of engaging in hazardous occupation and requested them to advise whether they would send necessary information to Rogers Construction Company, the subcontractor.

In regard to the substitution of a proposal bond, I do not recall positively, but I believe that this was on your standard form. If these is any question on this matter, please advise us.

We are notifying the National Reemployment Service today of the approximate date work will begin and the number and classification of laborers to be needed and have requested Rogers Construction Company to notify the National Reemployment Service of their requirements immediately.

We are drafting a subcontract agreement covering our arrangements with Rogers Construction Company, which will be available as soon as we can have it executed by both parties. Will your Department require more than one executed copy of this agreement? Also will we require any further formal approval by you of this subcontract?

We have turned over to Rogers Construction Company the sample kit sent us under date of March 30th covering employment and payroll forms. It is our intention to have Rogers handle all payrolls, etc., for their part of the work, making them directly responsible to you inasmuch as we will probably not get started on the items outside the subcontract for thirty to sixty days after Rogers start. Accordingly, will you please send us another sample kit?

In reply to an inquiry regarding the motor vehicle act, the office of the Secretary of State said "If the motor vehicles are to be operated upon Oregon highways that are open to regular vehicle traffic, it will be necessary that Oregon license be obtained therefor". Is this project interpreted as being open to regular vehicle traffic? If so, what is the interpretation regarding hauling equipment to the job?

→ yes.

REFERRED TO
Mr Babcock
BY SECRETARY

ANSWERED
H. B. G.

We have some semi-trailers which we might want to use only for the purpose of delivering and returning certain pieces of equipment. Would these require Oregon licenses if used only for delivering and returning equipment? Yes.

We are asking a lot of questions but trust that you will bear with us until we have familiarized ourselves with your regulations.

Thanking you for your many courtesies.

Very truly yours,

WASHINGTON ASPHALT COMPANY

By P. Beezley

P. C. Beezley
G

RECEIVED
APR 5 1937
FOR FILING
42

April 3, 1937

Washington Asphalt Company
309 West 39th Street
Seattle, Wash.

Attention: P. G. Beesley

Gentlemen:

In accordance with your request of April 1, I am sending to you under separate cover a copy of the proposal form which contains the special provisions and the labor provisions in connection with the contract for the construction of the Stanfield-Pendleton Project, which was recently awarded to you.

In regard to the substitution of a proposal bond in lieu of the certified check which was furnished by you, I neglected to advise you that it will be necessary for you to submit this bid bond on the standard forms, a copy of which is attached hereto.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Encl.
JM:CE

MELROSE 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
APR 2 1937
COMMISSION

April 1, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

In accordance with our correspondence we are forwarding you tomorrow executed bid bond to be substituted for our certified check.

If you have available an extra copy of the special provisions together with the PWA provisions of our contract we would appreciate receiving them.

Very truly yours,

WASHINGTON ASPHALT COMPANY

By Beezley

P. C. Beezley
G

H. B. D:
Please note attached letter. Am attending to their wants.
Contracts was forwarded to them for execution April 1st.

March 30, 1937

Washington Asphalt Company,
309 West 39th Street
Seattle, Washington

Attention: Mr. P. C. Beesley

Gentlemen:

Reference is made to your letter of March 29 in which you inquire as to the possibility of substituting a bid bond in lieu of the certified check, in the amount of $10,000, which accompanied your bid submitted on March 25 for the Stanfield-Pendleton project on the Old Oregon Trail, in Umatilla County.

This procedure will be satisfactory to us and, upon receipt of your bid bond, fully executed, we shall be pleased to return to you your certified check.

Very truly yours,
STATE HIGHWAY COMMISSION

By______________________
Secretary

JM:MC

cc - S. H. Probert

MELROSE 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
MAR 30 1937
OREGON
STATE HIGHWAY COMMISSION

March 29, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

We would like to inquire whether it would be agreeable to you to substitute a bid bond in lieu of our certified check in the event that there is substantial delay in the execution of the Stanfield-Pendleton contract.

Very truly yours,

WASHINGTON ASPHALT COMPANY

By Beezley

P. C. Beezley
G

Form 333—1M—5-36

42

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Mar. 27, 1937

Section West Unit, Stanfield - Pendleton Hill

Kind of work Grading

Highway Old Oregon Trail

Section prefix 30-1117

Contractor James Crick

Contract number 1911

Date of contract Aug. 27, 1936

Date of completion Apr. 30, 1937

Date work started Nov. 20, 1936

Estimated date of completion Mar. 25, 1937

Amount of contract $ 100,332.00

Per cent of time elapsed 86 %

Estimated cost of completed project, exclusive of engineering $ 100,332.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4100, 4.1 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished this job on Thursday the 25th. We should have the semi-final out in about one week.

NOTED
RAY WEBBER

MAR [illegible] 1937

Signed Dean Swift

Address Pendleton, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	[illegible]	[illegible]			
Miles partially completed					
Miles completed	[illegible]	[illegible]			
Total estimated quantities	[illegible]	[illegible]			
Estimated quantities moved or placed to date	[illegible]	[illegible]			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 29 1937
STATE HIGHWAY COMMISSION

March 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 42, the Stanfield-Pendleton section of the Old Oregon Trail, to the Washington Asphalt Paving Company, Seattle, Washington, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAR 22 1937
FOR FILING
42

March 19th, 1937

Mr. S. Murray
Resident Engineer
Union Pacific Co.
Portland, Oregon

Dear Sir:

Your letter has been received concerning a gravel pit one-half mile west of Echo which is apparently being operated by James Crick on the Stanfield-Pendleton Section.

Your letter is being referred to W. C. Williams, Division Engineer, for immediate attention.

Very truly yours,

State Highway Engineer

R

REFERRED TO
Mr. Smith
By State Highway Engineer

Please prepare an answer for me.

Form 3010

CIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

PORTLAND, OREGON
March 17,1937

RECEIVED
MAR 18 1937
OREGON
COMMISSION

,

d that you have cut a shovel in at a point st of Echo and are going ahead with a borrow r highway revision.

Some fear has been expressed lest the shovel cut will result in a channel change which might cause damage to ourselves and others. I do not know what your plans are here and will appreciate it if I may have advice in regard to them.

Yours very truly,

S MURRAY

CC Mr.F.N.Finch
Mr.L.W.Althof

RECEIVED
MAR [illegible] 1937

SHIP AND TRAVEL BY RAIL

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

March 17,1937

RECEIVED
MAR 18 1937
OREGON
STATE HIGHWAY COMMISSION

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

I am informed that you have cut a shovel in at a point about one-half mile west of Echo and are going ahead with a borrow in connection with your highway revision.

Some fear has been expressed lest the shovel cut will result in a channel change which might cause damage to ourselves and others. I do not know what your plans are here and will appreciate it if I may have advice in regard to them.

Yours very truly,

S MURRAY
S Murray

CC Mr.F.N.Finch
Mr.L.W.Althof

RECEIVED
MAR 18 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 10, 1937

RECEIVED
MAR 11 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for modifying Oregon Federal Aid Project No. 42, the Stanfield-Pendleton Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer of the Bureau. This is your authority to advertise for bids.

We believe the time limit is too short but presume you desire to have the work completed by that time due to the Roundup and would suggest this be called to each bidder's attention.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
MAR 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 42

Stencil No. 124
Oregon FAP. No. 42,
West Unit, Stanfield-Pendleton
Hill Section

March 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tron

Hwpr 28173

Oregon Project No. 42.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 15, 1920, by the State Highway Commission of Oregon, and on August 24, 1920, by the Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on February 25, 1936, by the said State Highway Commission, and on April 15, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Project No. 42; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide an extension to the project northwesterly on a revised location from survey station 252+00 to survey station 239+83.6, thereby increasing its length from 20.120 miles to 20.397 miles; to provide for the construction of a gravel wearing surface between survey stations 239+83.6 and 705+00, and to provide for roadside improvements between survey stations 705+00 and 1274+00; and by reason thereof has requested that the estimate of cost approved for said project be increased from $265,523.95 to $378,374.55, and that the Federal funds approved and set aside to the credit of said project be increased from $146,664.03 to $215,500.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred fifteen thousand, five hundred and no/100 dollars ($215,500.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:
>
> "Between survey station 239+83.6 at the southerly end of the existing concrete bridge over the U.S.R.S. Canal in the W 1/2 of Section 5, T. 3 N., R. 29 E., W.M., approximately one-half mile southeast of the town of Stanfield, and survey station 1352+00 in the city of Pendleton at the westerly end of Section C of Federal Aid Project No. 38 (excepting therefrom that portion between survey stations 253+32.3 and 253+54.3), length 20.397 miles, in Umatilla County, being Oregon Project No. 42, consisting of 20.397 miles of roadway and no bridges of more than 20 feet clear span."

Article III shall read:

> "Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course

of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred fifteen thousand, five hundred and no/100 dollars ($215,500.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred seventy-eight thousand, three hundred seventy-four and 55/100 dollars ($378,374.55), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 17th day of December, 1936, and the Secretary of Agriculture on the 25th day of February, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Aldrich
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By O'Leary
Acting Chief, Bureau of Public Roads.

Oregon Project No. 12.

Form PR-8 Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **18**, State of **Oregon.**

SECOND. That in accordance with said provisions I have approved the sum of $ **378,371.55** **in lieu of the $[illegible] approved by Certificate of April 15, 1924** as the total estimated cost of said project, and the sum of $ **215,500.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this [illegible] day of [illegible] one thousand nine hundred and [illegible]

SECRETARY OF AGRICULTURE,

By [illegible]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 1922

RECEIVED
JUN 15 1937
FOR FILING

42

March 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate and one advance copy of special provisions for the Stanfield-Pendleton Section, Federal Aid Project No. 42.

Five blueprint sets of plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. 42

STANFIELD-PENDLETON SECTION

OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to accompany plans and specifications for surfacing and bituminous macadam. Not as basis for modified agreement).

Salem, Oregon, March [illegible]

(Statement of Completed Federal Aid Work to be submitted prior to submission of final voucher.)

NEW WORK

East Unit, Stanfield-Pendleton Hill Unit (Sta. 239+83.6 to Sta. 705+00) (Contract No. 1911)

All Required	Clearing and Grubbing		$ 100.00
350 cu. yds.	Trench Excavation	$ 2.00	700.00
200,000 cu. yds.	Common Excavation	0.20	40,000.00
34,000 cu. yds.	Solid Rock Excavation	0.20	6,800.00
335,000 yd. sta.	Overhaul	0.01	3,350.00
54,000 yds. mi.	Truck Haul	0.20	10,800.00
8.86 miles	Finishing Roadbed and Slopes	200.00	1,772.00
58,000 lin. ft.	Rounding Outbanks	0.03	1,740.00
1,300 lin. ft.	18" Corr. Iron Pipe	1.60	2,080.00
1,100 lin. ft.	24" Corr. Iron Pipe	2.30	2,530.00
110 lin. ft.	72" Corr. Iron Pipe	12.00	1,320.00
46,000 cu. yds.	Gravel Topping	0.18	8,280.00
230,000 yd. mi.	Hauling Gravel Topping	0.09	20,700.00
400 cu. yds.	Salvaging Surfacing Materials	0.40	160.00
			$100,332.00

Pendleton Hill Section (Sta. 1104+20 to 1352+00) (Contract No. 1786)

All Required	Clearing and Grubbing		$ 100.00
60 cu. yds.	Trench Excavation	$ 6.00	360.00
58,000 cu. yds.	Common Excavation	0.47	27,260.00
133,000 cu. yds.	Solid Rock Excavation	0.47	62,510.00
155,000 yd. sta.	Overhaul	0.01	1,550.00
58,000 yds. mi.	Truck Haul	0.12	6,960.00
3.98 miles	Finishing Roadbed and Slopes	300.00	1,194.00
23,000 lin. ft.	Rounding Outbanks	0.05	1,150.00
1,600 lin. ft.	18" Concrete Pipe	3.00	4,800.00
100 lin. ft.	24" Extra Strength Concrete Pipe	5.00	500.00
480 lin. ft.	48" Extra Strength Concrete Pipe	9.00	4,320.00
23,000 cu. yds.	Gravel Topping	0.25	5,750.00
45,000 yd. mi.	Hauling Gravel Topping	0.12	5,400.00
			$121,854.00

Surfacing and Bituminous Macadam
(Sta. 759+83.6 to 1352+00)

19,000 cu. yds.	Crushed Rock Surfacing	$ 1.70	$ 32,300.00
8,000 cu. yds.	Crushed Rock Shoulders	1.70	13,600.00
4,000 cu. yds.	Filler	0.35	1,400.00
8,000 yd. mi.	Hauling Filler	0.15	1,200.00
2,000 M-Gals.	Sprinkling	1.75	3,500.00
20.40 miles	Preparation of Base	100.00	2,040.00
29,000 cu. yds.	Mineral Aggregate in Place	2.70	78,300.00
2,150 tons	Asphalt in Place	28.00	60,200.00
			$192,540.00

Subtotal	$414,726
10% Engr. & Cont.	41,472
Total	$456,198

Length of Roadwork	20.397 miles
Length of Bridge (Exception)	.004 "
Total Length	20.401 "
Cost per mile, Roadwork	$22,365

Roadside Improvement (Sta. 706+00 to Sta. 1274+00)
(State Forces)

70 acres	Soil Preparation	$ 13.00	$ 910.00
90 acres	Seeding	15.00	1,350.00

Subtotal	$ 2,260
10% Engr. & Cont.	226
Total	$ 2,486

Length of Roadside Improvement	10.776 miles
Cost per mile	$ 230

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$456,198	$278,284	$ 177,914
Roadside Improvement	2,486	1,516	970
	$458,684	$279,800	$ 178,884

FORM 8-A-1 1M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY, PORTLAND

42

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 4 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION
SALEM

March 3, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED

Dear Sir:

The said contract between James Crick and Max J. Kuney Company for hauling topping on the West Unit of the Pendleton Hill-Stanfield Section of the Old Oregon Trail Highway meets the approval of this office and you may so advise the interested parties.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

1911

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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FEB 25 1937
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OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

February 22, 1937.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

NOTED

The two sub-contracts entered into between James Crick and S. G. Kinder and James Crick and J. C. Joslin, covering the hauling of gravel topping materials on the West Unit of the Stanfield-Pendleton Section, meets the approval of this office and you may so advise the interested parties.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

1911

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FEB 12 1937
FOR FILING

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
G. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

February 9, 1937

42

RECEIVED
FEB 10 1937
OREGON
STATE HIGHWAY COMMISSION

James Crick,
Spokane, Wash.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Will you kindly fill in and return to us in enclosed self-addressed envelope, the form which we are attaching to this letter to cover work in which above contractor is engaged near Echo, Oregon consisting of grading 8.86 miles highway?

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

R.T.Vivian, District Sales Manager

By J. Jacobsen
District Credit Man

G

Attach

FORM S-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 23 1937
FOR FILING
42

January 21st, 1937

Mr. H. G. Smith
Construction Engineer
Office

RE: East Unit, Stanfield-Pendleton Hill Section
80-1118

Dear Sir:

This project was completed on December 31st, 1936. The work completed and the areas covered are exactly as shown on the plans and specifications.

The following are the completed costs by account numbers as taken from the construction books:

Soil Preparation 70 Acres

Account No.	Amount	Total
710	$75.04	
711	451.00	
712	204.39	
713	127.56	
714	11.29	
		$869.28

$$\text{Unit Cost} = \frac{\$869.28}{70} = \$12.42 \text{ per acre}$$

Seeding 80 Acres

Account No.	Amount	Total
720	$75.11	
721	123.00	
722	85.70	
723	19.72	
724	900.00	
725	19.25	
		$1,222.78

To: R. G. Smith 1/21/57
Subject: East Unit, Stanfield-Pendleton Hill Page 2

Unit Cost = $\frac{\$1,222.78}{80}$ = $15.285 per acre

NOTED
State Highway Engineer

Very truly yours,

George H. Otten
Landscape Engineer

By

L. E. Dow
Resident Engineer

LED:AR

cc to: R. H. Baldock ✓
G. H. Otten
Jack Nash

NOTED
State Highway Engineer

Baldock

Jan. 20, 1937

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Supervision
42
State Unemployment Insurance

Cost Analysis to January 10th, 1937

Old Oregon Trail Highway, West Unit, Stanfield-Pendleton Hill Section
Contract 1911, Prefix 30-1117

James Crick, Constractor
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	50.00	50%			50.00
Trench Excavation	48.00	60 cu. yds.	0.80	2.00	120.00
Common "	12,732.59	113,190 cu. yds.	0.112	0.20	22,638.00
Solid Rock Excavation	5,986.00	27,700 cu. yds.	0.216	0.20	5,540.00
Overhaul	1,910.00	191,000 yd. sta.	0.01	0.01	1,910.00
Truck Haul	3,360.00	28,000 yd. mi.	0.12	0.20	5,600.00
Rounding Cutbanks	640.00	16,000 lin. ft.	0.04	0.03	480.00
18" Corr. Iron Pipe	799.59	426 lin. ft.	1.88	1.60	681.60
24" " " "	2,188.04	768 lin. ft.	2.85	2.30	1,766.40
72" " " "	573.30	49 lin. ft.	11.70	12.00	588.00
	$ 28,287.52				$ 39,374.00

Gross Earned	$ 39,374.00
Total Cost	28,287.52
Net Profit	$ 11,086.48

Net Profit Equals 28% of Gross Earned

NOTED
State Highway Engineer

West Unit, Stanfield-Pendleton Hill Section

Labor:

Supervision		$ 724.22	
Labor		7,753.67	
State Industrial Accident Insurance		423.93	
State Unemployment Insurance		101.15	
			$ 9,002.97

Materials:

18" Corr. Iron Pipe	426 lin. ft. at 1.56	664.56	
18" " " " Bands	13 each at 2.31	30.03	
24" " " "	768 lin. ft. at 2.44	1,873.92	
24" " " " "	24 each at 2.88	69.12	
72" " " "	49 lin. ft. at 8.70	426.30	
72" " " " "	2 each at 8.20	16.40	
			3,080.33

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental		6,278.00	
Gas, Oil & Grease		2,530.00	
Freight, Move In		300.00	
Small Tools, Repairs & Misc.		5,455.00	
Explosives		225.00	
Miscellaneous Overhead Expense		255.00	
Bond 1% of Gross Earned		393.74	
Home Office 2% of Gross Earned		787.48	
			16,204.22
Grand Total Cost			$ 28,287.52

West Unit, Stanfield-Pendleton Hill Section

REMARKS:

This contract consists of the grading and topping of 8.86 miles of roadway. It was bid August 27, 1936, but due to the dry condition of the soil, work was not started until November 20th. Up to January 10, 1937, the work was about 40% complete.

During November and the first half of December good progress was made with two LeTourneau tandem units, each unit consisting of 2-12 cu. yd. carryalls. About the middle of December an 18 cu. yd. unit was brought on the job. A 2-12 cu. yd. tandem unit and the 18 cu. yd single, each unit pulled with an RD-8 cat, were placed side by side in one of the cuts. On a 900-ft. haul the 2-12 cu. yd. tandem unit averaged about 7 minutes for the round trip. While the 18 cu. yd. single unit averaged about 6 1/3 minutes. The two units used about the same time for loading, but the single unit was able to gain an advantage in discharging. For the last week or two the contractor has been using the 18 yd. scraper in tandem with a 12 yd., using a 75 AC cat to help load. With this method about two minutes can be saved in loading the units and with the additional advantage of being able to pick up larger loads. Even with sideboards mounted on the scrapers very little difficulty is encountered in getting a heaping full load in this type of material when a helper cat is used to load. The grading is expected to be done by the 10th of February, but with a continued cold spell, the finishing will be held up.

The solid rock classification consisted of a hardpan and cemented gravel material and was also moved with scrapers. All of this material was loosened with a rooter, with the exception of approximately 2,000 cu. yds. which was drilled and shot.

The job shows a very good rate of profit on the excavation. As the bid price on the gravel topping and haul is quite low, it can be assumed that the rate of profit will show a decrease at completion.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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JAN 11 1937
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January 6th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In regard to the concrete farm crossings on the Pendleton-Stanfield Section, a casual examination of the record indicates that there are only six of these concrete crossings mentioned in the options: One on the Vollendorf property, two on the Henry Struve property, one on the Catherine Struve property, one on the Rhode Bros. property and one on the property of the Henry Collins Independent Warehouse Co.

However, the right of way department will attempt to secure permission to eliminate these and allow the farmers to cross directly on the bituminous macadam.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-M-1 1M 7-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
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FEB 15 1937
STATE HIGHWAY COMMISSION

February 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to obtaining filler for use on the Stanfield-Pendleton surfacing project:

It is my intention to secure this filler by the uniform widening of cutbanks along the highway. Such widening would be of benefit to the highway in that more width would be provided for snow removal and at the same time eliminate the necessity of purchasing additional land for filler pits.

Specifications should state that the price for filler will include the reshaping and rounding of cutbanks after the filler had been obtained. The filler will be obtained from any or all of the following cuts, as directed by the engineer:

Station 270 to 275
408 - 419
471 - 494
550 - 564
767 - 776
979 - 1003
1178 - 1186
1273 - 1282

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 2-D-4 1M 7-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

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COMMISSION

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42

February 5, 1937

Mr. R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to your suggestion that a prime coat of R.C. 3 cutback be used in lieu of sprinkling on the Stanfield-Pendleton surfacing project:

I do not see where it would be of any advantage and it appears to me that the cost would be approximately double. I have estimated the cost of sprinkling at $1.75 per M. gallons, but this may be slightly low, as the average haul will be four miles. Water is obtainable at either end of the project and if all the water were hauled from each end, it would result in a maximum haul of 10 miles or an average of 5 miles. However, water may be hauled to the center of the project over the Yoakum market road, decreasing the haul to the middle of the job, as well as some saving by hauling from Echo along the secondary highway to the project. For this reason, the average haul will be approximately 4 miles and the cost of water per M. gallons should under no circumstances exceed $2.50. On the basis of 100 M. gallons per mile, this cost would be $250.00.

The prime coat of R.C.3 would require eleven tons of cutback per mile at $30 per ton, totaling $330 per mile. To cover the cutback, it would require 60 yards of mineral aggregate (screenings) at an estimated cost of $2.70 per yard, which is an additional $162, or a total of $492 per mile for this treatment.

In addition, it was my intention to use most of the sprinkling, and the filler as well, in compacting the existing gravel base. so that the sprinkling would be required, or almost as much, even if we used a prime coat. I have requested that the surfacing materials to be used will be 1 inch to 0, crusher run materials. It is my belief that this material will compact with a minimum amount of sprinkling and filler.

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. WILLIAMS, Division Engineer
LA GRANDE, OREGON

In Reply Please
Refer to File No.

Mr. H. G. Smith, Construction Engineer — Page 2
Subject: Stanfield-Pendleton surfacing project. Re prime coat in lieu of sprinkling. — 2-5-37

I find the prime coat method highly desirable where traffic must be maintained during construction operations. On the Stanfield-Pendleton project it was not my intention to turn traffic on the project at all until the oiling was completed. For this reason, I would not recommend substitution of prime coat for sprinkling on this particular project. At the same time, I do not wish you to get the idea that I have anything against the prime coat method, as I consider it very essential on certain projects, especially those where water is scarce and traffic is heavy.

I will go over the project early next week and locate the cuts from which the filler materials are to be secured. These filler materials could be secured off the right of way, but it was my thought that uniform widening of cutbanks would be somewhat beneficial to the highway and at the same time eliminate the need of buying additional acreage for such filler pits. I do not believe the small amount of seeded area used for filler purposes would have much bearing on the matter.

I note you also ask me to designate the portions of the road which I intend to set up by sprinkling. The entire section will be compacted by this method, as all of the gravel topping materials will be in a loose state when the surfacing contractor takes over.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 2-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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February 3rd, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In your specifications for the Stanfield-Pendleton Section you state that "filler shall be suitable material obtained from uniform widening of cutbanks along project". Since many of these cutbanks have been sown to grass, it would seem preferable to designate certain cuts where the filler would be obtained. This would also enable the contractors to better estimate the cost of obtaining filler. Will you please designate certain cuts to be used.

It would also seem desirable to designate the portions of the road which we expect to set up by sprinkling, as it would seem impractical to get sufficient water for about two-thirds of the job. I would suggest that you define the limits of the sprinkling and that we provide a prime coat of about three-tenths RC 3 for the rest of the job. Will you please give me your opinion of this.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM D-M-1 .M 2-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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JAN 8 1937
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IN REPLY PLEASE REFER TO FILE NO.
JAN 5 1937
OREGON
STATE HIGHWAY COMMISSION

January 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

I hand you herewith form specifying source of materials and stockpiles for the Stanfield-Pendleton Bituminous Macadam project. I neglected to forward this information with the special provisions.

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H.Baldock ✓

Form 338—5M—7-36

GON STATE HIGHWAY COMMISSION

×

42

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Section East Unit, Stanfield-Pendleton Hill Sec.

For Week Ending Sat. Jan. 2nd, 1937

Highway Old Oregon Trail

Kind of work ROADSIDE IMPROVEMENT

Contractor Ore. State Hwy. Dept.

Section prefix 30-1118

Date of contract OCTOBER, 1936

Contract number STATE FORCE

Date work started November 23rd., 1936

Date of completion ...., 193...

Amount of contract $2,486.00

Estimated date of completion ...., 193...

NOTED
State Highway Engineer

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $............

Per cent of contract completed, based on total contract price ....%

Engineering cost to date, $............, ...%

Date project was completed December 31st., 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This week:-

Have Returned, and received release on equipment borrowed from U.S.Soil Con. Service at Athena, Ore.

RECEIVED
1937

Have returned all small tools to the La Grande Shops, and recieved about 50% credit on the cost of the tools.

NOTED
GEO. H. OTTEN

What is to be done about the 500 lb. of Crested Wheat Grass Seed that is left over from this job? At present it is stored in the State Hwy. Shops at Pendleton.

NOTED

NOTED
GEO. H. OTTEN

Next week I will have to overhaul the disc and harrows which we borrowed from Mr. Struve, will also have to give him some rent on them as he said we were kind of hard on his equipment.

Signed E. W. Ericksen.

Address Irrigon, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	10.776					
Miles partially completed						
Miles completed	10.776					
Total estimated quantities						
Estimated quantities moved or placed to date						
Average daily quantities						
Average daily quantities necessary to complete project on time						
Number shifts per day	1					
Hours per shift	8					
Average force on project for week	1					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						1	1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	RAIN		
Monday	" & SNOW		
Tuesday	SNOW		
Wednesday	CLEAR & COLD		
Thursday	SNOWING		
Friday	"		
Saturday	COLD & CLOUDY		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

4

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 21, 1936

NOTED
State Highway Engineer

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
DEC
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith special provisions, estimate of cost, sketch map and typical sections for the Stanfield-Pendleton surfacing and bituminous macadam project. Included in this project is the resurfacing and construction of type 0-9 oil mat wearing surface on that portion of the Lexington-Echo Secondary Highway between Echo and the Junction with the new Oregon Trail, and the surfacing and construction of type 0-9 oil mat wearing surface on that section of the Pendleton Airport Secondary Highway between the end of the existing oil surface and the Airport.

Specifications for the Stanfield-Pendleton section are based on surfacing with crushed rock to a depth of 2 inches and to the entire width of the roadway. Materials to be used in this surfacing work are to be 1 inch to nothing and approximately 800 yards per mile will be required. On the two secondary highways, resurfacing is to consist of approximately 1½ inches compacted thickness of 1 inch to nothing crushed rock on which will be constructed standard type 0-9 oil mat wearing surface 18 feet in width.

You will note that the estimate of quantities shows 5000 yards of filler to be used on the Stanfield-Pendleton Section. This might seem like a large amount of filler, but a greater portion of this filler will be used in setting up the existing gravel topping. There is, or will be, 100,000 cu.yd. of gravel topping on the section, so that the amount of filler is only 5%. It is intended to compact only the top portion of the gravel topping and on this portion will be constructed the crushed rock surfacing.

We have two quarry sites designated for the project, both sites containing very good rock. Samples from each quarry site are being sent to the testing laboratory and as soon as results of the tests are

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. G. Smith, Construction Engineer
Subject: Special provisions, estimate of cost, sketch map, typical sections, Stanfield-Pendleton surfacing and bituminous macadam project.

Page #2
12-21-36

returned, I will forward them to you. We have not completed survey of the two quarry sites, but this is now being done and sketch maps and descriptions will be forwarded within a few days.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc
cc R. H. Baldock

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK,
State Highway Engineer,
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

-4'2

December 16th, 1936

In Reply Please
Refer to File No.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The expenditure of $2,000 for an O-8 surface treatment is approved for the airport road at Pendleton.

Please include this with the Stanfield-Pendleton surfacing project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

4·2

December 18th, 1936

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The expenditure of $2,000 for an O-O surface treatment is approved for the airport road at Pendleton.

Please include this with the Stanfield-Pendleton surfacing project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

R. G. Smith
Construction Engineer

RGS:AH

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM [illegible] 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED

December 14, 1936

IN REPLY PLEASE REFER TO FILE NO.

RECEIVE
DEC 15 1936
OREGON

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The section of road leading from the Old Oregon Trail near the State Hospital at Pendleton to the Pendleton Airport has been designated a secondary highway and Mr. Aldrich has been anxious to bring this road to a fair standard.

I have recently investigated possibility of improving the existing road, but I find that due to the steepness of the grade, there is very little that can be done in the way of improving the existing road other than adding some gravel and oiling. The road is on an average 10% grade and in my estimation, it would not be wise to spend any great deal of money on a 10% grade.

In 1934 a reconnaissance was made to determine the route that should be taken for a road to the airport and I reported to you on this reconnaissance in a letter under date of July 5, 1934. In this letter I advised that there were two routes that could be considered, one taking off the Cold Springs Highway and the other off the new location of the Pendleton-Stanfield. This matter was referred to the Umatilla County Court and it was requested that they construct a new line to the airport to replace the existing road. They did not wish to do this, as they had just spent some $4000.00 in making improvements to the existing road.

Therefore, it became necessary to make the temporary connection to the airport road from the newly constructed Stanfield-Pendleton section and this temporary connection was made on a standard 22 foot roadbed with a maximum 7.5% grade. This section is entirely satisfactory, but it is from the end of this section to the airport that needs improvement.

FORM [illegible] 16 7-34

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer — Page #2
Subject: Improvement desired by Mr. Aldrich to the Airport Road. — 12-14-36

I have previously reported to Mr. Aldrich and to Mr. Baldock that I estimated the cost of improving the existing road to a fair standard at $10,000.00. But owing to the fact that the grade is so steep, I do not feel that this amount should be expended, or any appreciable amount, on the existing road. I would suggest that we place some additional crushed gravel on the existing road and oil it with type O-9 oil at a total cost of $2000.00. This road would then be used until such time as funds are available for the construction of an entirely new road from the new location of the Old Oregon Trail to the airport. The cost of such new construction will be $17,500.00 for grading a section 2.05 miles in length and $7000.00 for surfacing and type O-9 oil.

I will appreciate your adivsing me your opinion in this matter as early as possible as Mr. Aldrich is anxious to have the improvement of this road included in the contract for the Stanfield-Pendleton Bituminous Macadam project.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

RECEIVED
DEC 24 1936
FOR FILING

42

December 23, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Stanfield-Pendleton Section, Project No. 42.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/MR

Encl.

RECEIVED
DEC 22 1936
FOR FILING

42

December 22, 1936

Seattle Association of Credit Men
Alaska Building
Seattle, Washington

Gentlemen:

Reference is made to your letter of December 7th, concerning the James Crick contract in the vicinity of Echo, Oregon.

You are advised that this is our contract No.1311, and is known as the West Unit, Stanfield-Pendleton Hill Section of the Old Oregon Trail, and consists of 8.86 miles of grading.

The bond furnished in connection with this contract was written by The Fidelity & Deposit Company of Maryland, for whom R. E. Pinney, who has offices in the Failing Building in Portland, is Resident Agent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

JM:JH

J. F. MULLEN, PRESIDENT
BALLOU & WRIGHT

J. F. BLANCHARD, VICE PRESIDENT
COLUMBIA LUMBER CO.

C. P. KING, SECY.-TREAS.
MANAGER

Seattle Association of Credit Men

ORGANIZED 1889

TRUSTEES

J. F. BLANCHARD
COLUMBIA LUMBER CO.
R. L. BOURLIER
CARNATION CO.
J. E. BRANDMEIER
WASHINGTON CO-OPERATIVE EGG & POULTRY ASSN.
G. H. DEAN
PACIFIC TELEPHONE & TELEGRAPH CO.

S. J. DELSMAN
GENERAL PETROLEUM CORP.
C. R. HORCH
PACIFIC NATIONAL BANK
FRANK JEROME
SEATTLE-FIRST NATIONAL BANK
E. R. LA VIGNE
COMMERCIAL TIRE CO.

TRUSTEES

S. W. LOCKHART
NATIONAL LEAD CO.
A. C. MERRILL
J. A. CAMPBELL CO.
H. J. MILLER
SAN JUAN FISHING & PACKING CO.
R. H. MOULTON
POLSON IMPLEMENT CO.

J. F. MULLEN
BALLOU & WRIGHT
R. WM. PETERSON
PUGET SOUND POWER & LIGHT CO.
GEO. L. STONE
STANDARD OIL CO. OF CALIF.

TELEPHONE SENECA 2400

7TH FLOOR ALASKA BUILDING

Seattle, Washington

RECEIVED
DEC 8 1936
OREGON
STATE HIGHWAY COMMISSION

December 7, 1936

ADDRESS REPLY TO THE ATTENTION OF
E. Dedrick

Oregon State Dept. of Highways
Salem, Oregon

Gentlemen:

Will you kindly send us the contract number, amount of job, section, bonding company, agent for surety, completion date, etc. of the James Crick job at Echo, Oregon.

We would greatly appreciate any information you may be able to give us with regard to this contract. Thanking you for this information, we are,

Very truly yours,

SEATTLE ASSOCIATION OF CREDIT MEN

Eleanor Dedrick

Construction Industries Bureau

ed

RECEIVED
DEC 8 1936
FOR FILES

UNITED STATES DEPARTMENT, OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

DEC 7 1936

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. 42
Stanfield-Pendleton Sec. of
the Old Oregon Trail

42

December 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

4

IN REPLY PLEASE REFER TO FILE NO.

December 4, 1936

Mr. R. H. Baldock, Highway Engr.
State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith Order for State Force Work on Contract Projects covering the prospecting for and developing of quarry sites on the Stanfield-Pendleton project. I understand from Mr. Aldrich that it is planned to call for bids on this project in January and I, therefore, wish to proceed at once with the prospecting work.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
DEC 4 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 42

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Federal Aid Project No. 42, roadside improvement, on the Stanfield-Pendleton section of the Old Oregon Trail. You are hereby authorized to proceed with construction, subject to the condition that any changes in plans or specifications required by the Chief Engineer of the Bureau will be made.

Your attention is called to the restrictions placed upon the payment of Federal funds for the use of State-owned equipment.

The station of the beginning of the roadside improvement project on the second page of the estimate has been changed to 705+00 to agree with the other documents.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Copy sent to Otten, Nov. 10

RECEIVED
NOV 2 1936
FOR FILING

42

October 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement for the Stanfield-Pendleton Section, Project No. 42 (Reopened). The estimate includes the proposed roadside improvement between Station 705/00 and Station 1274/00 which work is to be done by state forces.

We are sending, under separate cover, five copies of specifications and five sets of blueprint plans for the roadside improvement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rush/GS
Encl.

Oregon State Highway Department Federal Aid Project No. 48

STANFIELD-PENDLETON SECTION OF
THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for modified agreement.)

Salem, Oregon, October 30, 1936

(Statement of Completed Federal Aid Work to be submitted prior to submission of final vouchers.)

NEW WORK

East Unit, Stanfield-Pendleton Hill Unit (Sta. 239/83.6 to Sta. 705/00) (Contract No. 1911)

All Required		Clearing and Grubbing		$ 100.00
350	cu. yds.	Trench Excavation	$ 2.00	700.00
200,000	cu. yds.	Common Excavation	0.20	40,000.00
34,000	cu. yds.	Solid Rock Excavation	0.20	6,800.00
335,000	yd. sta.	Overhaul	0.01	3,350.00
54,000	yd. mi.	Truck Haul	0.20	10,800.00
8.86	miles	Finishing Roadbed and Slopes	200.00	1,772.00
58,000	lin. ft.	Rounding Cutbanks	0.03	1,740.00
1,300	lin. ft.	18" Corr. Iron Pipe	1.60	2,080.00
1,100	lin. ft.	24" Corr. Iron Pipe	2.30	2,530.00
110	lin. ft.	72" Corr. Iron Pipe	12.00	1,320.00
46,000	cu. yds.	Gravel Topping	0.18	8,280.00
230,000	yd. mi.	Hauling Gravel Topping	0.09	20,700.00
400	cu. yds.	Salvaging Surfacing Materials	0.40	160.00
				$100,332.00

Pendleton Hill Section (Sta. 1104/20 to 1332/00) (Contract No. 1756)

All Required		Clearing and Grubbing		$ 100.00
60	cu. yds.	Trench Excavation	$ 6.00	360.00
58,000	cu. yds.	Common Excavation	0.47	27,260.00
133,000	cu. yds.	Solid Rock Excavation	0.47	62,510.00
155,000	yd. sta.	Overhaul	0.01	1,550.00
58,000	yd. mi.	Truck Haul	0.12	6,960.00
3.98	miles	Finishing Roadbed and Slopes	300.00	1,194.00
23,000	lin. ft.	Rounding Cutbanks	0.05	1,150.00
1,600	lin. ft.	18" Concrete Pipe	3.00	4,800.00
100	lin. ft.	24" Extra Strength Concrete Pipe	5.00	500.00
480	lin. ft.	48" Extra Strength Concrete Pipe	9.00	4,320.00

23,000	cu. yds.	Gravel Topping	$ 0.25	$ 5,750.00
45,000	yd. mi.	Hauling Gravel Topping	0.12	5,400.00
				$ 121,834.00

Subtotal	$ 222,186
10% Engr. & Cont.	22,218
Total	$ 244,404

Length of Roadwork 12.837 miles
" " 1 Bridge (Exception) .004 "
Total Length 12.841 "
Cost per mile, Roadwork $ 19,039

Roadside Improvement (Sta. 706+00 to Sta. 1274+00)
(State Forces)

70	acres	Soil Preparation	$ 13.00	$ 910.00
90	acres	Seeding	15.00	1,350.00

Subtotal	$ 2,260
10% Engr. & Cont.	226
Total	$ 2,486

Length of Roadside Improvement 10.775 miles
Cost per mile $ 230

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 244,404	$ 149,084	$ 95,320
Roadside Improvement	2,486	1,516	970
	$ 246,890	$ 150,600	$ 96,290

NON-PARTICIPATING ITEMS

26	only	Moving & Resetting Old Posts	$ 5.00	$ 130.00
20	only	Furnishing & Setting New Posts	7.00	140.00
560	lin. ft.	Moving & Reconstructing Fence	2.00	1,120.00
				$ 1,390.00

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

EAST UNIT, STANFIELD—PENDLETON HILL SECTION

FEDERAL AID PROJECT NO. A2

Detail Estimate of Roadside Improvement Work to be Performed by State Forces

Soil Preparation (70 acres)

Labor	$ 535.00	
Equipment Rental	220.00	
Supplies, Gas, Oil, Etc.	114.00	
Miscellaneous	45.00	$ 914.00

$\frac{\$914.00}{70} = \$13.05$

(Use) $13.00

Seeding (90 acres)

Labor	$ 254.00	
Equipment Rental	132.00	
Supplies, Gas, Oil, Etc.	54.00	
Seed	900.00	
Miscellaneous	20.00	1,360.00

$\frac{\$1,360.00}{90} = \$15.11$

(Use) $15.00

ESTIMATED UNIT COSTS OF

LABOR, EQUIPMENT AND MATERIALS

Labor

Common Labor	$ 3.00 per day
Tractor Driver	7.20 " "
Truck Driver	3.00 " "
Foreman	130.00 " month

Equipment Rental

Tractor	$ 8.00 per day
Truck	2.00 " "
Disc	1.60 " "
Disc Drill	2.40 " "
Harrow	1.50 " "

Seed $ 0.50 per lb.

42

October 13, 1936

Mr. James Crick
3104 North Monroe Street
Spokane, Washington

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1911 awarded to you on August 27, 1936, for grading on the West Unit, Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

FORM 6-A-1 10M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

42

September 14th, 1936

Mr. E. W. Erickson
Inspector
Oregon State Highway Dept.
Irrigon, Oregon

Dear Sir:

I have received authority from Mr. Baldock to proceed with a soil erosion control on the East portion of the Stanfield-Pendleton Hill Section of the Old Oregon Trail Highway. This will be done by State Forces and should be authorized by the first of October and under actual construction at that time.

I would like to have you see Mr. C. H. Hatton who is the Agricultural Project Manager in the Pendleton area and whose office is at Athena, Oregon. Mr. Hatton promised me that his department would assist the Highway Department in every possible way, especially in furnishing us rent free equipment. I have written Mr. Schoenfeld at Corvallis regarding seed costs, but I am at a loss to estimate the per acre cost of clearing up the present weeds which I believe should be done with a spring tooth harrow. Now, can the Agricultural Department furnish the necessary tractors or only the harrows? Personally, I don't want to disk the ground if a spring tooth harrow, or perhaps a spike tooth harrow, will prepare the ground, and here is where we have to depend on Mr. Hatton's experience.

I would suggest that you contact him and make him go over in detail with you the work to be done. Nothing will grow on most of the fill slopes; on some, however, it might be worthwhile to cast seed. The rock cuts are out, but some of the smaller earth cuts should be seeded. All of this you can find out and get it reduced to a per acre cost basis; so just as soon as you can get away from your oasis pump reports, arrange to see Hatton and get all of this data as soon as possible. You might estimate the amount of arsenate of lead required for the oasis grub control so I can take it up with Mr. Smith.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AR

cc to : R. H. Baldock ✓
H. G. Smith

#1862

42

September 12, 1938

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

On August 14th you were advised that on or after August 24th final payment would be made to James Crick in connection with contract No. 1862 - East Unit - Stanfield-Pendleton Hill Section in Umatilla County, and that the total amount which would be paid would be $83,103.51.

Since that time an adjustment has been [illegible] the total amount which will be paid in connection with the above contract will be $[illegible]288.51.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

42

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
HOME OFFICE - BALTIMORE

FIDELITY AND SURETY BONDS
BURGLARY AND GLASS INSURANCE

INSPECTION BUREAU
PACIFIC NORTHWEST
R. E. PINNEY
RES. VICE-PRESIDENT

FAILING BUILDING
PORTLAND, ORE.

September 12th 1936

Oregon State Highway Commission,

Salem,Oregon.

Gentlemen;-

Re;Contract #1911,James Crick,

I am enclosing herewith contracts and bonds executed in triplicate by Mr.Crick and the Fidelity and Deposit Company covering West Unit,Stanfield-Pendleton Hill Section of the Old Oregon Trail Highway in Umatilla County,Oregon.

Very truly yours.

R.E.Pinney,
Res.Vice Prest.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPH 42

September 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
SEP 12 1936
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jros

ER-AAIR- 4054

Form P. R. 2

State Oregon

U. S. Works Program Highway Project No. WPH 12

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of July, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 2nd day of March, 1936, a project statement, which was approved by the Secretary on the 21st day of April, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 26th day of March, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety thousand, one hundred twenty-three and no/100 dollars ($90,123.00) as the share of the United States payable under said act on account of [redacted] said project, which is [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1104+20 in the E½ of Sec. 2, T. 2 N., R. 31 E., W.M., and survey station 705+00 in the NE¼ of Sec. 22, T. 3 N., R. 30 E., W.M.

, length 7.560 miles, in Umatilla County, being Oregon U.S. Works Program Highway project No. WPH 42, consisting of 7.560 miles of roadway and No bridges, of more than 20 feet clear span, known locally as the East Unit of the Stanfield-Pendleton Hill Section, Old Oregon Trail.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction o[redacted]f said project shall not in any event exceed the sum of ninety thousand, one hundred twenty-three and no/100 dollars ($90,123.00), certified to the Secretary of the Treasury as above mentioned, which [redacted]

[redacted] is [redacted], the approved total estimated cost o[redacted]f said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3rd day of September, 1936.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By F. L. Tou Velle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a U. S. Works Program Highway designated in the records of this Department as Project No. WPH 12, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $90,123.00 as the total estimated cost of said project, and the sum of $90,123.00 as the share of the United States, payable under said acts on account of such project, which [illegible] is [illegible] said total estimated cost.

Done at the city of Washington, this 3rd day of September one thousand nine hundred and thirty six

SECRETARY OF AGRICULTURE,

By ______________
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4220

[illegible]-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

X

42

September 9, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

RE- Roadside Improvement on Stanfield-Pendleton East Section and Pendleton-Hill Section.

Dear Sir:

In company with Mr. Davis of the Federal Bureau of Roads, Mr. W. A. Schoenfeld and Mr. E. C. Hill representing the Board of Agriculture, and Mr. H. G. Smith, a tour of inspection was made in the eastern section of the state, in the vicinity of Moro in Sherman County and in the Pendleton area.

Demonstrations of the growth of dry land grasses and trees were inspected at the Agricultural experimental stations located at Moro and at Pendleton.

In the Pendleton area it was tentatively agreed upon that along the primary highways soil erosion control work could be performed by C.C.C. labor on the Pendleton-Walla Walla Highway between Weston and Adams, and between Pendleton and the Cabbage Hill Section on the Old Oregon Trail. These two sections come within the 20 mile limitation of the C.C.C. Camp. These two tentative projects however, are along old constructed sections and no immediate haste is required, but I am urging permission for an immediate project on the above mentioned Stanfield-Pendleton Hill Sections,

In this construction just recently graded (and topped with rock) a 100 foot right of way exists and this newly constructed has for practical purposes bisected a wheat field. On ordinary sections a strip 30 feet wide and parallel to the center-line exists on either side of the roadside ditch, and because of this additional width in the right of way represents new problems in weed control and soil erosion.

The inspection trip disclosed the fact that Russian Thistle and Tumble Weed have been allowed to grow unchecked and will next year present a problem not only to the Highway Department, as well as to the adjoining farmers.

Therefore I propose that I be allowed to harrow the present weeded area and then seed this to "crested wheat grass," or a hardy drought resisting "Bunch Grass," The Agronomists present in the inspection party claim this grass is a hardy perennial and requires little or no care. It will keep out weeds, anchor the soil against wind erosion and it is my understanding that it will withstand mowing at the proper season. The State Department will be of assistance in allowing us use of the seed drills required and whatever other equipment is needed. Being something entirely new I recommend that I be allowed to form an improvement project of this work to be done by State Forces. This would be the basis for estimating the costs on future work of similar nature.

The distance involved is approximately twelve miles long, and would require roughly 1500# of grass seed. The department of agriculture will be able to assist us in getting this seed and I was told to estimate approximately $750.00 for seed. These are in the two road strips, approximately 75 acres of tillable area, which should cost approximately $20.00 per acre to prepare and seed, or $1500.00. Making a total without contingencies of $2250.00. With contingencies this approximates $200.00 a mile and serves both utility and beauty. I am recommending it to your attention accordingly.

Respectfully submitted,

George H. Otten

GEORGE H. OTTEN,
Landscape Engineer.

GHO/H
CC to
H. G. Smith

RECEIVED
JAN 20 1937
FOR FILING
42

August 31, 1936

Mr. R. H. Baldock,
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission, on August 27, approved settlement of Contractor James Crick's claim for additional compensation for handling topping on the East Unit of the Stanfield-Pendleton Hill Section involving payment of 5¢ per cu. yd., or a total of $1,183.89. This is to be paid with State money.

Yours very truly,

Secretary

HBG:MC

cc - ~~Carl P.~~ Smith

10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

6a

August 26th, 1936

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith explanation from Mr. Williams concerning Crick's claim for additional compensation for handling the topping on the East Unit of the Stanfield-Pendleton Hill Section. It is our recommendation that an adjustment of five cents per cubic yard be made, to which Mr. Crick has agreed.

Since this was discussed at the last Commission meeting, I presume Mr. Baldock will wish this report presented at this meeting in order that the matter may be closed up. Will you kindly place it on the agenda.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

M

10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
~~SALEM~~

La Grande, Oregon

IN REPLY PLEASE
REFER TO FILE NO.

August 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I enclose herewith price agreement number one on the East Unit of the Stanfield-Pendleton Hill Section. This price agreement is to cover a portion of the cost of breaking up rock encountered in roadbed excavation to render the material suitable for use as roadbed topping. It was Mr. Crick's original claim that he be allowed $1800 for this work, which was the approximate overrun of man hours labor used above the specified quota. He consented, however, to the payment of 5 cts. per cubic yard, or a total of $1183.89.

For your information, wish to advise that a total of 23,678 cubic yards of roadbed excavation was used as topping material and this material was made suitable for use by breaking the large stones with sledge hammers after being placed on the roadway. Had the gravel topping been used in this amount, the total would have been $17,285.00, which is based on a bid price of 20 cts. per cubic yard, plus 5.3 miles average haul at 10 cts. per yard mile, or a total of 73 cts. per cubic yard in place.

Against this saving, there was incurred a cost of $10,500.00 for the replacement of material used as topping. Common borrow in the amount of 30,000 cubic yards was used to replace the topping at a cost of 24 cts. per cubic yard. Truck haul was approximately 33,000 yard miles greater on the material by reason of being used as topping than would have resulted had it been used as embankment material. The cost of haul was, therefore, $3300 which, added to the $7200 for borrow excavation, makes a total of $10,500 or a saving of $6,785.00. Deducting from this amount the $1184.00 to be paid under the price agreement, results in a net saving of $5,601.00.

This saving is not reflected in the final estimate costs as the use of roadbed excavation for topping was anticipated in preparing plans for the project. It was not, however, anticipated that the excavation material would break so blocky and require so much labor to render it suitable for use.

It is my opinion that Mr. Crick is entitled to compensation as called for in the price agreement and I recommend approval of the price agreement, after which Mr. Crick will accept the final estimate as submitted.

Very truly yours,

W. C. WILLIAMS
Division Engineer

42

August 28, 1936

Mr. James Crick
3104 E. Monroe Street
Spokane, Washington

Dear Sir:

The Highway Commission at its meeting on August 27, 1936, awarded you the contract for the construction of the West Unit, Stanfield-Pendleton Hill Section of the Old Oregon Trail, in Umatilla County, at your low bid of $100,332.00.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

[illegible]

RECEIVED
NOV 2 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

42

August 27, 1936

RECEIVED
AUG 29 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 42, the West Unit of the Stanfield-Pendleton Hill section of the Old Oregon Trail, to James Crick, Spokane, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

FORM 5-A-1 8M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

x

42

August 26th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith explanation from Mr. Williams concerning Crick's claim for additional compensation for handling the topping on the East Unit of the Stanfield-Pendleton Hill Section. It is our recommendation that an adjustment of five cents per cubic yard be made, to which Mr. Crick has agreed.

Since this was discussed at the last Commission meeting, I presume Mr. Baldock will wish this report presented at this meeting in order that the matter may be closed up. Will you kindly place it on the agenda.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-10-1 900 12-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 24, 1936

IN REPLY PLEASE
REFER TO FILE NO.

4

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I enclose herewith price agreement number one on the East Unit of the Stanfield-Pendleton Hill Section. This price agreement is to cover a portion of the cost of breaking up rock encountered in roadbed excavation to render the material suitable for use as roadbed topping. It was Mr. Crick's original claim that he be allowed $1800 for this work, which was the approximate overrun of man hours labor used above the specified quota. He consented, however, to the payment of 5¢ per cubic yard, or a total of $1183.89.

For your information, wish to advise that a total of 23,678 cubic yards of roadbed excavation was used as topping material and this material was made suitable for use by breaking the large stones with sledge hammers after being placed on the roadway. Had the gravel topping been used in this amount, the total would have been $17,285.00, which is based on a bid price of 20¢ per cubic yard, plus 5.3 miles average haul at 10¢ per yard mile, or a total of 73¢ per cubic yard in place.

Against this saving, there was incurred a cost of $10,500.00 for the replacement of material used as topping. Common borrow in the amount of 30,000 cubic yards was used to replace the topping at a cost of 24¢ per cubic yard. Truck haul was approximately 33,000 yard miles greater on the material by reason of being used as topping than would have resulted had it been used as embankment material. The cost of haul was, therefore, $3300 which, added to the $7200 for borrow excavation, makes a total of $10,500, or a saving of $6,785.00. Deducting from this amount the $1184.00 to be paid under the price agreement, results in a net saving of $5,601.00.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer — Page #2
Subject: Price agreement, East Unit, Stanfield-Pendleton Hill Section, James Crick, Contractor — 8-24-36

This saving is not reflected in the final estimate costs as the use of roadbed excavation for topping was anticipated in preparing plans for the project. It was not, however, anticipated that the excavation material would break so blocky and require so much labor to render it suitable for use.

It is my opinion that Mr. Crick is entitled to compensation as called for in the price agreement and I recommend approval of the price agreement, after which Mr. Crick will accept the final estimate as submitted.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

cc R. H. Baldock

#1862-1

42

x

August 15, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In your letter of August 8th, you make inquiry as to our plans for the surfacing of the Stanfield-Pendleton Hill Section of the Old Oregon Trail, Federal Aid Project No. 42.

It is our present intention to include the surfacing of this section of highway in our 1938 Regular Federal Aid Program, and to contract the work so that it can be performed during the summer of 1937.

The type of surfacing to be used has not been decided upon, but it appears probable that the B-22 type of bituminous macadam will be used.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

#1867

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 10 1936
OREGON
HIGHWAY COM

August 8, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The necessary documents for modifying Oregon Federal Aid project No. 42, the Stanfield-Pendleton Hill Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

(It is requested that we be furnished a statement regarding your plans for construction of a bituminous surface on this project.)

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

42

#1862
x

August 14, 1936

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1862 for the construction of the East Unit, Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County, has been completed by the contractor, James Crick, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 24, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $83,103.51, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary,

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

42

E Unit
Stan-

August 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

NOTED
State Highway Engineer

Reference is made to settlement with James Crick for substitution of rock topping in lieu of gravel topping. The settlement of 5¢ per cu. yd. was concurred in by Mr. Baldock, but you should make it clear to Crick that this price agreement is merely preliminary to getting the matter officially before the Highway Commission.

It has been mentioned to them but responsibility is so indefinite that they would make no commitment. It is further complicated by overrunning the net estimate by some $1500 whereas you claim a saving of some $7,000. A more complete analysis of this saving should be furnished, showing the cost of the earth borrow necessary to replace the rock, and all other items both credit and debit including this allowance to Crick.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construstion Engineer.

HGS/H

CC to
R.H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

42

August 3, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

With reference to the East Unit of the Pendleton-Stanfield Section, you may offer Mr. James Crick 5 cents per cubic yard as the cost of handling the 24,000 cubic yards of rock topping in lieu of gravel topping.

I think Mr. Crick admits that he was somewhat in fault in the organization of his crews on this job and that he should therefore expect to pay a part of the additional cost. If you find a settlement of this amount to be satisfactory to him, you may make a Price Agreement, securing his signature and forward to this office for execution by the Commission.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

42

August 1, 1936

Mr. H. C. Smith
Office

Dear Sir:

I have carefully read Williams letter relative to the overrun of labor on Crick's job. I am sorry that the situation arose and, before we take any action, I want to carefully review the specifications and the equity in the case on account of its precedence. I will discuss this with you and Probert at the earliest possible time, which time will probably be the latter part of next week, after which you can advise Williams of our decision.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. N. G. Williams

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Claim by James Crick re extra
compensation for placing topping
on East Unit, Stanfield-Pendleton Hill

Near the completion of the job, the contractor was unable to finish all required work with the specified man hours labor and an overrun of 3500 man hours resulted. The cost of this additional labor was approximately $1800.00 and it is this amount that Contractor Crick feels he should be compensated for.

I admit that had there not been the large number of man hours to be used on the job, we would probably never forced the contractor to use the blocky rock as topping and it is, therefore, difficult for me to refuse to consider contractor's claim for some additional compensation. The fact, of course, remains, that several thousand man hours were wasted during the early part of the job, as the contractor was fearful of completing the job without using up his required labor. However, when these man hours were wasted, a large amount of work necessary to complete the topping was not anticipated, so that the contractor is not entirely at fault in the matter.

My recommendation in this matter would be that we give consideration to Crick's complaint inasmuch as a saving of at least 30¢ per yard was effected by using the rock topping. May I suggest that we execute with Crick a price agreement on the basis of 7½¢ per yard for the rock topping used. The price agreement would state that the extra compensation was for breaking up the rock in order to make it suitable for use as topping. Based on approximately 24,000 cubic yards used as topping, at 7½¢ per yard, the amount of the price agreement would be $1800.00.

Mr. Crick states that he is loath to submit a claim and at the same time feels that he should have additional compensation. Will you, therefore, kindly advise me whether you would approve such a settlement in order that Crick may be advised?

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

800 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 25, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Mr. James Crick, contractor on the East Unit of the Stanfield-Pendleton Hill Section, called at this office again today in reference to additional compensation he feels he should have for placing of topping on the 7.56 mile section.

It is his contention that the roadbed excavation, some 24,000 yards, which was used as topping, was not suitable for such, as it broke blocky and required breaking with sledge hammers on the road, as well as undue amount of shaping work.

There is considerable merit in his claim, as it is rather doubtful whether the material would have been used for topping had it not been for the large amount of man hour labor required on the job. At the time, it appeared to the contractor, the resident engineer and me that there was ample man hours of labor to perform this breaking of the rock without any overrun of specified man hours. Some 75 men were engaged in this work over a period of approximately ten days and the man hours labor involved is in the neighborhood of 6,000.

The rock did break blocky, a good many of the chunks being 12 to 20 inches in size. These rocks were broken with sledge hammers on the road, placed and rolled, and a very stable foundation resulted. Over this rock topping was placed a two to three inch layer of gravel to act as a further smoothing course. The use of rock as topping resulted in a net saving of approximately 50¢ per square yard, or about $7,000 over what would have been the cost of hauling gravel topping.

RECEIVED
NOV 2 1936
FOR FILING

42

July 31, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the West Unit, Stanfield-Pendleton Hill Section, Project No. 42 (Reop.).

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

It has been necessary to carry the west end of the project to Station 239+83.6 to make a satisfactory connection with the existing highway, and it appears desirable to extend the Project No. 42 to conform. The revised project statement map sent to you previously indicates the beginning of the project at Station 252+00, and we are, accordingly, sending five blueprint copies of this map, which has been changed to show the beginning of the project at Station 239+83.6.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department Federal Aid Project No. 42

STANFIELD-PENDLETON SECTION OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, July 31, 1936

(Statement of Completed Federal Aid Work will be submitted prior to the submission of final voucher.)

NEW WORK

West Unit, Stanfield-Pendleton Hill Unit (Sta. 239+83.6 to Sta. 705+00) (Estimated Prices)

All Required		Clearing and Grubbing		$ 1,000.00
350	cu. yds.	Trench Excavation	$ 1.00	350.00
200,000	cu. yds.	Common Excavation	0.22	44,000.00
34,000	cu. yds.	Solid Rock Excavation	0.60	20,400.00
335,000	yd. sta.	Overhaul	0.015	5,025.00
54,000	yd. mi.	Truck Haul	0.15	8,100.00
8.86	miles	Finishing Roadbed and Slopes	300.00	2,658.00
58,000	lin. ft.	Rounding Cutbanks	0.10	5,800.00
1,300	lin. ft.	18" Corr. Iron Pipe	2.50	3,250.00
1,100	lin. ft.	24" Corr. Iron Pipe	3.50	3,850.00
110	lin. ft.	72" Corr. Iron Pipe	17.00	1,870.00
46,000	cu. yds.	Gravel Topping	0.28	12,880.00
230,000	yd. mi.	Hauling Gravel Topping	0.12	27,600.00
400	cu. yds.	Salvaging Surfacing Materials	1.00	400.00
				$ 137,183.00

Pendleton Hill Section (Sta. 1134+20 to [illegible]) (Contract Prices)

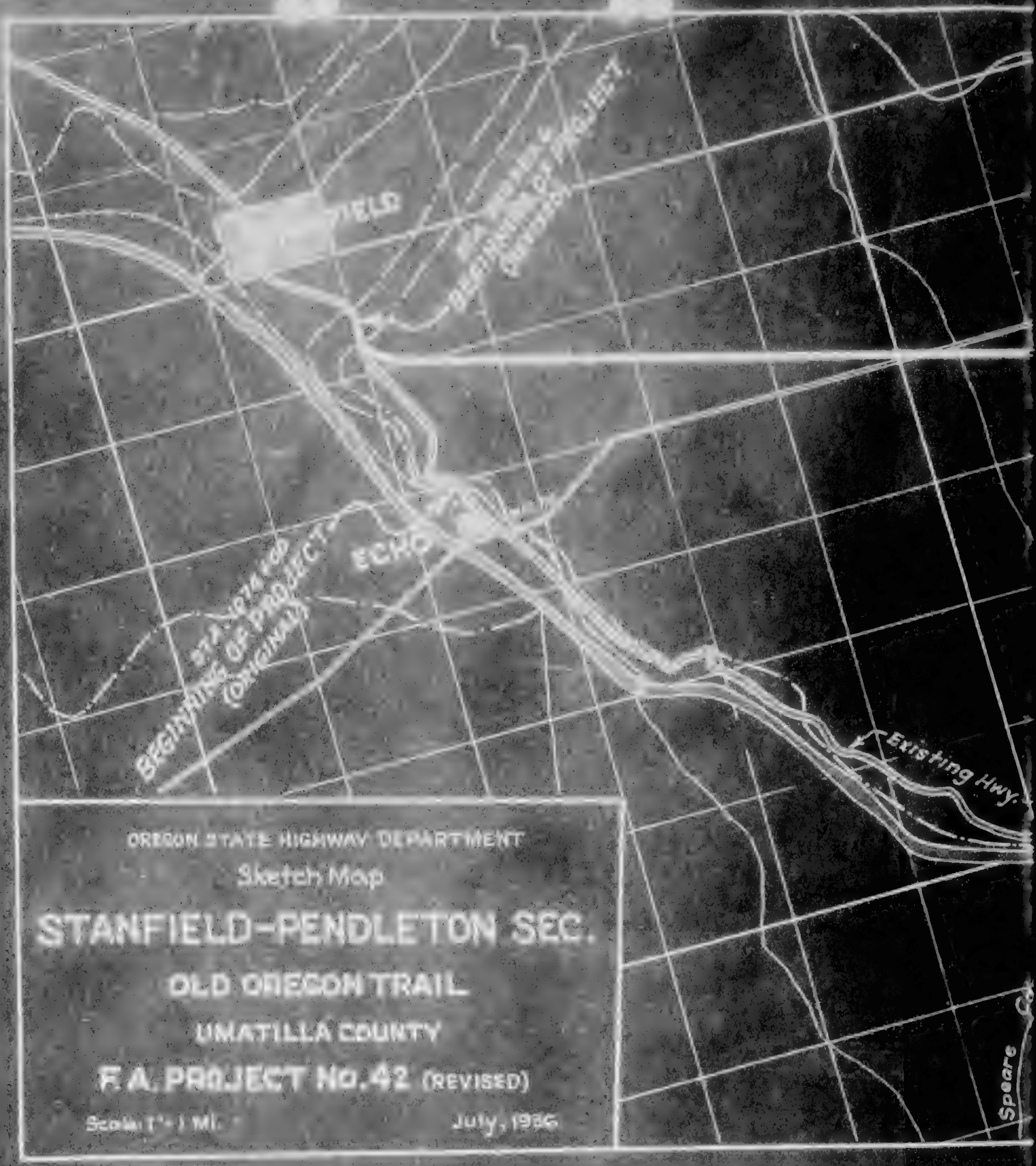
All Required		Clearing and Grubbing		$ 100.00
60	cu. yds.	Trench Excavation	$ 6.00	360.00
58,000	cu. yds.	Common Excavation	0.47	27,260.00
133,000	cu. yds.	Solid Rock Excavation	0.47	62,510.00
155,000	yd. sta.	Overhaul	0.01	1,550.00
58,000	yd. mi.	Truck Haul	0.12	6,960.00
3.98	miles	Finishing Roadbed and Slopes	300.00	1,194.00

23,000	lin. ft.	Rounding Cutbanks	$ 0.05	$ 1,150.00
1,600	lin. ft.	18" Concrete Pipe	3.00	4,800.00
100	lin. ft.	24" Extra Strength Concrete Pipe	5.00	500.00
480	lin. ft.	48" Extra Strength Concrete Pipe	9.00	4,320.00
23,000	cu. yds.	Gravel Topping	0.25	5,750.00
45,000	yd. mi.	Hauling Gravel Topping	0.12	5,400.00
				$ 121,854.00

Subtotal	$ 259,037.00
10% Engr. & Cont.	25,903.70
Total	$ 284,940.70

Length of Roadwork	12.837 miles
" " 1 Bridge (Exception)	.004 "
Total Length	12.841 "
Cost per mile, Roadwork	$ 22,196.82

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - -	$ 173,813.82 (61%)
State Funds Available- -	111,126.88
	$ 284,940.70


FIELD
BEGINNING OF PROJECT (REVISED)
ECHO
BEGINNING OF PROJECT (ORIGINAL)
Existing Hwy.
Speare

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

STANFIELD-PENDLETON SEC.

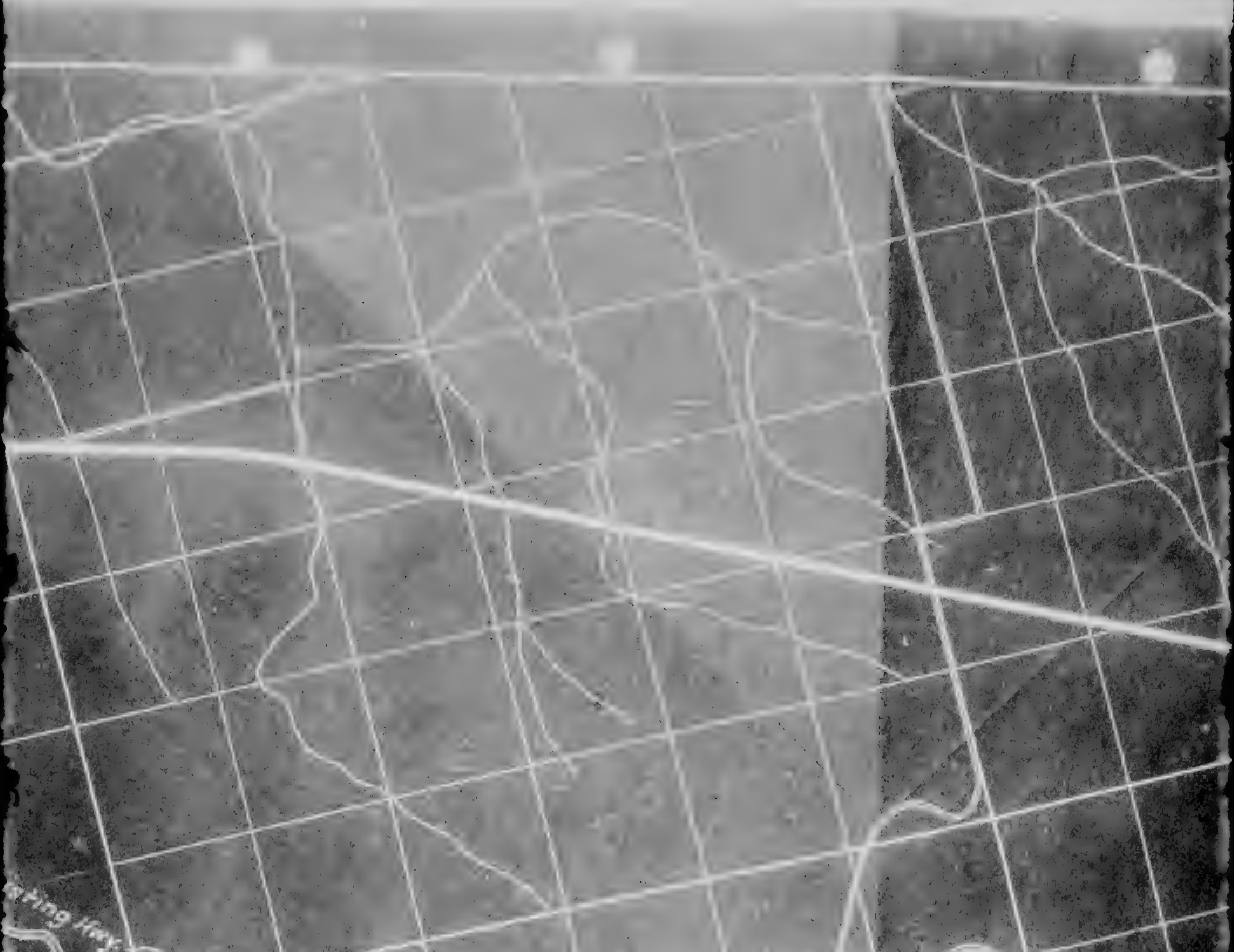
OLD OREGON TRAIL

UMATILLA COUNTY

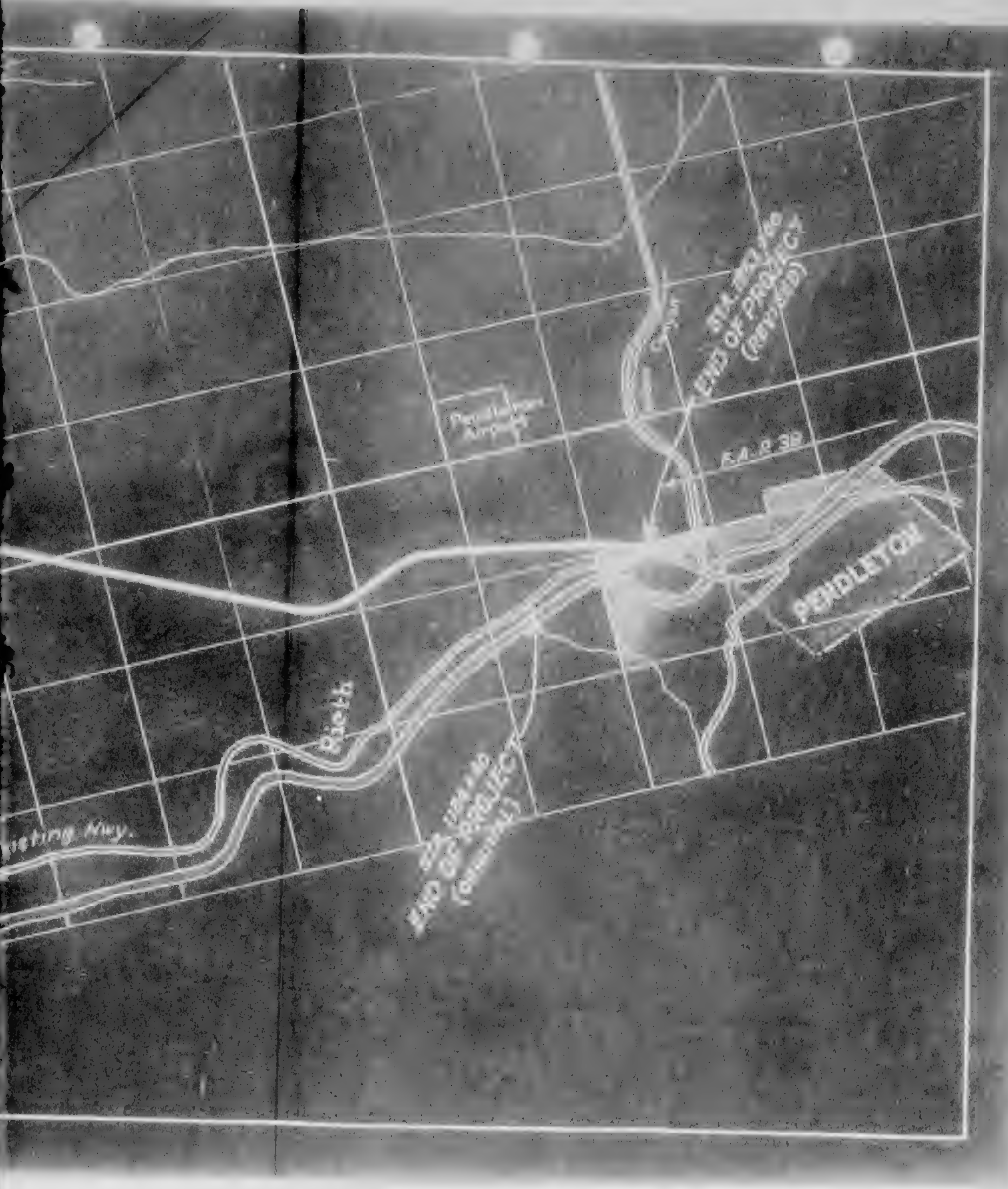
F.A. PROJECT No. 42 (REVISED)

Scale: 1" = 1 Mi.

July, 1926


ring Hwy
Nolin
Spears Canyon
Furnish Reservoir

Pendleton Airport
Reach
END OF PROJECT


STA.
END OF PROJECT
(REVISED)
Pendleton Airport
F.A. & 38
PENDLETON
Rieth
STA.
END OF PROJECT
(ORIGINAL)
isting Hwy.

July 31, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the East Unit, Stanfield-Pendleton Hill Section, F. A. Project No. 42.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Bush/[illegible]

Encl.

#1862

WCH 47

July 29, 1938

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to James Crick on contract No. 1862 for the construction of the East Unit - Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County. This payment will be made on or after August 8th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Const.
Projects
Primary
42

[illegible] 2. 1936

July 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I enclose herewith special provisions, estimate of cost, typical section and sketch map showing gravel pits on the West Unit, Stanfield-Pendleton Hill Section, Old Oregon Trail in Umatilla County.

Specifications on this job are very similar to the East Unit of the Stanfield-Pendleton Hill Section with the exception that we do not contemplate the use of excavated rock materials for topping. The rock on the west end of the section previously graded was becoming blocky and if this material continues to increase in size, it will not be suitable. Should any of the rock prove suitable for topping, we can decrease the amount of gravel topping, but I feel it better to include a sufficient amount of gravel for the entire topping course. The gravel topping can be secured from two pits, as described in the special provisions. This gravel is to be hauled to the highway over graveled market roads or the present highway at the west end of the job.

On that portion of the project between station 240 and 252, it will be necessary to replace the existing surfacing materials in order to carry traffic until the section can be oiled. This section lies along the center of the existing highway and is being reconstructed due to poor grade line, insufficient width and to connect with that reconstructed section from Stanfield east which was built some 10 years ago.

I have set the time limit on the job as of April 30 in order that the contractor will not be required to do the grading work until after some fall moisture has abated the dust nuisance. This project may be worked advantageously during the winter months and should be finished not later than April 30 in order that a contract for bituminous macadam may be let in the spring if funds are available.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA enc.
cc R. H. Baldock
S. H. Probert

FORM D-1 500 12-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

Const
Projects
Primary

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1936

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 24, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In connection with the trench excavation quantities as shown on the profile of the West Unit, Stanfield-Pendleton Hill Section, there are several culverts listed for which no trench excavation is indicated.

In preparing Federal Aid Plans for this project, you will kindly note trench excavation as follows:

Station	Trench Excavation Cu. Yds.
263	7
279+80	5
285	9
293+40	4
320+25	10
345	4
358+70	10
396	8
402+50	6
422	5
450+75	4
465+60	13
469	14
485	22
496+50	9
505+10	9
507	10
524+20	5
549	10
568+50	12
570	4

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Trench excavation quantities
West Unit, Stanfield Pendleton
Hill Section

Page #2
7-24-36

584	10
586	10
592	12
595+60	8
601+55	10
606+80	10
637+60	6
640+15	8
646+50	5
663	10
667+50	14

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc S. H. Probert

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPH 42

POST OFFICE BUILDING
PORTLAND, OREGON

July 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Lo

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

42

July 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I enclose herewith semi-final estimate on the East Unit, Stanfield Pendleton-Hill Section, Old Oregon Trail in Umatilla County. In support of this estimate, there is being submitted to your office by express the following records:

One profile tracing
One 100 foot scale map
One book platted sections
One mass diagram
Two books computation sheets
Two books field notes
Twenty-three material receipt books
summary of material receipt books
Five photographs with negatives.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM [illegible] 100 12-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

0

42

July 24, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the East Unit of the Stanfield-Pendleton Hill Section was satisfactorily completed by James Crick on July 11. The total cost of the work was $87,199 as compared with the project authorization of $90,125. The contract items overran approximately $1270 and the saving was in the contingency and engineering fund.

There was considerable variation in the several contract items, the reasons for which being as follows:

The underrun of trench excavation was caused from an overestimation of trench excavation in the preliminary estimate and a rearrangement of some of the pipe installations which decreased the amount of necessary trench excavation.

Common excavation shows an overrun of approximately 39000 yards. This overrun was caused by the necessity of borrowing common material for embankments originally intended to be made from rock excavation. All rock excavation on the project, approximately 24000 cubic yards, was used as topping, thus decreasing by that amount the placing of graveltopping. Inasmuch as the rock excavation was bid at 24¢ per cubic yard to which would be added approximately 20¢ for yard mile haul, the average cost of the rock topping is 44¢ per cubic yard. Due to the long haul on gravel, an average of 5½ miles, the cost of gravel topping was approximately 75¢ per cubic yard. The use of rock excavation as topping thus effected a considerable saving.

FOR[illegible]-M-11 900 12-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Variation of contract items
East Unit, Stanfield-Pendleton
Hill Section, completed July 11.

Page #2
7-24-36

The underrun of solid rock resulted from overclassification in the preliminary estimate.

The overrun of the items "Overhaul" and "Truck Haul" were the result of hauling the excavated materials for topping and the replacement therefor with common excavation.

The underrun of 18 inch culvert pipe was due to the elimination of several road approach pipes, which were not required. It was originally planned to install culverts at most of the road approaches, but due to the fact that the farmers required crossings of approximately 30 feet to 40 feet in width, for their machinery, and no drainage was apparent, culverts were not installed at all crossings.

The underrun of gravel topping and gravel topping haul were caused by reasons heretofore stated, that is, use of roadbed excavated materials as rock topping, thereby decreasing the required amount.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

FORM 5-M-1 500 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

0

42

July 24, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In connection with the grading of the East Unit, Stanfield-Pendleton Hill Section, contractor James Crick feels that he has been caused unnecessary labor in the picking of oversized material from the gravel topping. The amount involved is somewhere in the neighborhood of $2000.00.

I have not been able to determine as yet, by conversation with Mr. Crick or investigation of the employment of his labor, that he was caused any such amount of extra work by picking rocks from the topping, but I have requested that he address to me a letter setting forth his contentions.

I am submitting the semi-final estimate in advance of receipt of such information and if Mr. Crick is still insistent, I will forward the claim to you together with my recommendations thereon upon receipt of the claim.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 5-H-1 500 12-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

0

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

42

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 24, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

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I am submitting the semi-final estimate in advance of receipt of such information and if Mr. Crick is still insistent, I will forward the claim to you together with my recommendations thereon upon receipt of the claim.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

42

July 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

With reference to your request for our reasons for specifying a 5½-inch bituminous macadam wearing surface on the portion of the West Unit of the Emigrant Hill Section which is between Stations 545+20.5 and 715+00, we have to advise as follows.

Our experience in maintaining this section of highway during the past several years has made it evident that the surfacing should be very materially strengthened. To provide the required additional strength, we had either to construct a crushed rock base from 4 to 5 inches in thickness over the existing oil treated surfacing and to construct a standard B-12 bituminous macadam on it, or to provide additional thickness of bituminous macadam as we specified. The addition of 2-3/4-inches of additional thickness of bituminous macadam figures cheaper than the addition of 4½-inches of crushed rock base and, in our opinion, adds as much, if not more, strength to the surfacing.

A further consideration is that the constructing of a waterbound macadam base on an oiled surface under traffic, involves considerable difficulty, especially where there is much sharp curvature as is the case on this unit.

We feel certain in our own minds that the use of the 5½-inch thickness of bituminous macadam is the proper procedure under the circumstances, and we trust that your judgment will be the same.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

42

July 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

With reference to your request for our reasons for specifying a 5½-inch bituminous macadam wearing surface on the portion of the West Unit of the Emigrant Hill Section which is between Stations 545+20.5 and 715+00, we have to advise as follows.

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A further consideration is that the constructing of a waterbound macadam base on an oiled surface under traffic, involves considerable difficulty, especially where there is much sharp curvature as is the case on this unit.

We feel certain in our own minds that the use of the 5½-inch thickness of bituminous macadam is the proper procedure under the circumstances, and we trust that your judgment will be the same.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:BB

Form 838—5M—6-35

4✓

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July, 11, 1936, 193

Section East Unit, Stanfield - Pendleton

Kind of work Grading

Highway Old Oregon Trail

Section prefix 30 - 1114

Contractor James Crick

Contract number 1862

Date of contract Apr. 24, 1936, 193

Date of completion Nov. 30, 1936, 193

Date work started " ", 193

Estimated date of completion July, 11, 1936, 193

Amount of contract $ 81,930.00

Per cent of time elapsed 34 %

Estimated cost of completed project, exclusive of engineering $ 81,930.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2400, 3 %

Date project was completed 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was finished on this job today.

Approximately 48,000 N.R.S. man hours were used

NOTED

JUL 13 1936

Signed Dean Swift

Address ~~Dean Swift~~ Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

✓

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

42

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the East Unit, Stanfield-Pendleton Hill Section, Project No. WPH 42.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

Works Program Project
No. WPH 42

EAST UNIT, STANFIELD-PENDLETON HILL SECTION

OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1936

All Required		Clearing and Grubbing		$ 10,000.00
300	cu. yds.	Trench Excavation	$ 3.00	900.00
117,000	cu. yds.	Common Excavation	0.24	28,080.00
36,000	cu. yds.	Solid Rock Excavation	0.24	8,640.00
192,000	yd. sta.	Overhaul	0.01	1,920.00
45,000	yd. mi.	Truck Haul	0.10	4,500.00
7.56	miles	Finishing Roadbed and Slopes	500.00	3,780.00
45,000	lin. ft.	Rounding Cutbanks	0.06	2,700.00
1,600	lin. ft.	18" Corr. Iron Pipe	2.00	3,200.00
330	lin. ft.	24" Corr. Iron Pipe	3.00	990.00
120	lin. ft.	36" Corr. Iron Pipe	6.00	720.00
21,000	cu. yds.	Gravel Topping	0.20	4,200.00
123,000	yd. mi.	Hauling Gravel Topping	0.10	12,300.00
			Subtotal	$ 81,930.00
			10% Engr. & Cont.	8,193.00
			Total	$ 90,123.00

Length 7.560 miles
Cost per mile $ 11,921.03

WPH Funds Requested- $ 90,123.00

Estimated Labor Required 67,000 man-hours
Cost of Labor $ 42,000
Cost of Materials $ 3,000

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

9-M-1 500 10-36
COMMISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

4/2

June 8, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

In re your letter of June 2 to which is attached letter from Charles A. Peterson, Attorney at Pendleton, having reference to crossings over the highway through the property of Mr. Strowe on the Pendleton-Stanfield section.

This matter has been tended to, as you will note from the attached letter addressed to me by Resident Engineer Swift.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

RHBaldock ✓

42

June 5th, 1938

Mr. Charles A. Peterson
Attorney at Law
U.S. National Bank Bldg.
Pendleton, Oregon

Dear Sir:

It has been our intention to construct a short section of concrete pavement for the passage of Mr. Struve's implements so that the oiled surface may not be destroyed by the tractors, but it is inadvisable to do this until we are ready to place the remainder of the surfacing.

I am sure that Mr. Williams can place some fine material on the gravel topping to temporarily facilitate the passage of farm vehicles until such time as the surfacing is being done.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

REFERRED TO
Mr. Smith
By State Highway Engineer

Please prepare an answer for my signature.

PETERSON & PETERSON
Attorneys at Law
U. S. National Bank Building
PENDLETON, OREGON

CEIVED
JUN 1 - 1936

RECEIVED
JUN 1 1936

May 28, 1936.

y Commission,

hich is now under construction between Pendleton s approximatley one mile through the land of our agreement between yourselves and Mr. Struve o be provided for which are to enable Mr. Struve ghway as he owns and farms the land on both sides

time Mr. Struve can not pass over the highway with his farming machinery due to the heavy rocks which now constitutute the topping of the highway. The crossing on the west portion has not been constructed; and at this time the only crossing that he has used is at the far end of the field, and at this time it is covered with heavy rocks as topping, which renders it impassible for him at this time with his farming machinery.

As it is necessary at this time for Mr. Struve to go on with his farming operations suitable crossings and approaches must be provided for in order for him to carry on his work.

This is something that must be taken care of immediately and I trust that you will at once take proper steps to take care of this matter, as Mr. Struve has damaged his equipment in passing over the road in its present state.

Yours very truly,
Charles A. Peterson
Chas. A. Peterson.

Will M. Peterson
Raley Peterson
Charles A. Peterson

PETERSON & PETERSON
Attorneys at Law
U. S. National Bank Building
PENDLETON, OREGON

RECEIVED
JUN 1 - 1936

JUN 1 1936

May 28, 1936.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Your highway which is now under construction between Pendleton and Stanfield passes approximatley one mile through the land of Henry Struve. In your agreement between yourselves and Mr. Struve two crossings are to be provided for which are to enable Mr. Struve to pass over the highway as he owns and farms the land on both sides of the road.

At the present time Mr. Struve can not pass over the highway with his farming machinery due to the heavy rocks which now constitutute the topping of the highway. The crossing on the west portion has not been constructed; and at this time the only crossing that he has used is at the far end of the field, and at this time it is covered with heavy rocks as topping, which renders it impassible for him at this time with his farming machinery.

As it is necessary at this time for Mr. Struve to go on with his farming operations suitable crossings and approaches must be provided for in order for him to carry on his work.

This is something that must be taken care of immediately and I trust that you will at once take proper steps to take care of this matter; as Mr. Struve has damaged his equipment in passing over the road in its present state.

Yours very truly,
Charles A. Peterson
Chas. A. Peterson.

June 2nd, 1935

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Attached is a copy of a letter from Mr. Charles A. Peterson regarding the condition of the crossings being constructed on the East Unit, Stanfield-Pendleton Section for Mr. Struve in accordance with right of way agreement.

Will you please make an immediate investigation and take such steps as are necessary to give Mr. Struve passable crossings and report your findings.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

42

May 12, 1936

James Crick
3104 N. Monroe St.
Spokane, Washington

Dear Sir:

We are forwarding to you today by express a fully executed copy of contract # 1862, awarded to you on April 24, 1936 for the 7.56 miles of grading on the East Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

42

#1862

ASSOCIATED OIL COMPANY

May 11, 1936

Associated Oil Company,
Pittock Block,
Portland, Oregon.

Gentlemen:

In response to your inquiry of recent date you are advised that James Crick was awarded Contract No. 1862 for the construction of the East Unit - Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County. This contract consists of 7.56 miles of grading.

The bond furnished in connection with the contract was written by the Fidelity & Deposit Company of Maryland for whom Clarence D. Porter who has offices in the Failing Building, Portland, is resident agent. The amount of the bond is $61,950.00, and the completion date of the contract is November 30, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

10M 11-35

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON

May 5, 1936

RECEIVED
MAY 6 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attention - Mr. J. McFarland

Re: James Crick
Grading job #1862
(Near Pendleton, Oregon)

Dear Sir:

We contemplate serving the above on state highway job #1862.

We understand that a bond has been furnished by the Fidelity and Deposit Company of Maryland, Failing Building, Portland, Oregon covering the amount of the bid, namely, $81,000.00.

Our representative in Pendleton could not give us a description of this particular job, merely stating that it was grading work, the completion date being November 30, 1936.

May we have your verification of the above information, and, if possible, furnish us with a brief description and location of the job.

Very truly yours,

ASSOCIATED OIL COMPANY

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

42

RECEIVED
MAY 11 1936
OREGON
HIGHWAY COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P. O. DRAWER 56

WALLA WALLA, WASH.

May 8, 1936

Mr. R. H. Baldock,
Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Dear Sir:

Will you kindly complete and return to us in enclosed self-addressed envelope, the attached forms covering Oregon State Highway jobs awarded as follows:

115-O-S James Crick, Spokane, Wash.	7.56 mi. grading Stanfield-Pendleton Hill section Old Oregon Trail 42
123-O-S Harold Blake, Portland, Ore.	22.49 mi. oil mat surface treatment Elgin-Rock Creek Section Wallowa Lake Hwy. 31-1106
Edlefsen-Weygandt and Hefty, Portland, Ore.	11 mi. surfacing and oiling -John Day Hwy. Kimberly to Dayville 12-1102

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

R.T. Vivian, District Sales Manager

By J. J. Jacobson
District Credit Man

JJ: DH
Attach

#1862

42

May [illegible], 1936

Mr. Clarence D. Porter, Manager,
Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

Dear Sir:

You are advised that we have received the three copies of Mr. James Crick contract No. 1862 - for the construction of the East Unit - Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County, which were forwarded from your office May 6th, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

ARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

RECEIVED
MAY 7 1936
OREGON
AY COMMISSION

MAY SIXTH,

1 9 3 6.

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: RE: James Crick

We are forwarding to you today under separate cover three copies of contract and bond covering 7.56 Miles Grading Stanfield-Pendleton Hill of the Old Oregon Trail in Umatilla County, Contract #1862.

We are retaining one copy for our file.

Please acknowledge receipt of these, and oblige

Very truly yours,

Clarence D. Porter,
Manager.

DC

Jm please do HBG

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Attorney

OREGON STATE HIGHWAY COMMISSION
SALEM

D-42

May 5, 1936

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Please refer to letter addressed to me by DeSouza under date of May 4:

> "This is to advise you that we are today mailing original copy of condemnation complaint in the case of the State of Oregon, by and through its State Highway Commission, vs. Robert Royal Rew, et al., to the County Clerk of Umatilla County for filing in the Circuit Court.
>
> "As soon as this complaint has been received and has been filed the department will be legally entitled to place our contractor, Mr. James Crick, in possession of the property."

Please keep in touch with the situation and as soon as the complaint has been filed with the County Clerk, instruct the contractor that he may enter upon the property if he so desires. As you will recall, we promised to make the section available to him on or before May 11.

Very truly yours,

State Highway Engineer

RHB:MI

FORM 3-K-1 1500 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 4, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

This is to advise you that we are today mailing original copy of condemnation complaint in the case of the State of Oregon, by and through its State Highway Commission, vs. Robert Royal Rew, et al., to the County Clerk of Umatilla County for filing in the Circuit Court.

As soon as this complaint has been received and has been filed the department will be legally entitled to place our contractor, Mr. James Crick, in possession of the property.

Yours very truly,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. G. Smith
Mr. W. C. Williams

42

April 27, 1936

Mr. James Crick
402 Realty Building
Spokane, Washington

Dear Mr. Crick:

Confirming our telegram to you of April 25, I wish to say that the State Highway Commission awarded you on April 24 the contract construction of the East Unit-Stanfield-Pendleton Hill Section of the Old Oregon Trail, in Umatilla County, based on your bid of $81,950.00 submitted April 16, 1936, and subject to conditions of your wire of 23d.

You may consider this letter as your authority and our request for immediate starting of operations. Contract forms will be sent you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number and classification of laborers needed for such work.

Very truly yours,

Secretary

HBG:HBL

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK

ACCT'G INFMN.

TIME FILED
1:15Pm

Send the following message, subject to the terms on back hereof, which are hereby agreed to

File

DAY LETTER

Salem, Oregon.
April 25, 1936.

Mr. James Crick,
402 Realty Bldg.,
Spokane, Washington.

OREGON STATE HIGHWAY COMMISSION YESTERDAY AWARDED YOU CONTRACT FOR EAST UNIT STANFIELD PENDLETON HILL SECTION BASED ON YOUR BID SUBMITTED APRIL SIXTEENTH AND SUBJECT TO CONDITIONS YOUR WIRE OF TWENTY THIRD INSTANT STOP THIS WIRE IS YOUR AUTHORITY TO PROCEED WITH CONSTRUCTION.

H B GLAISYER
SECRETARY

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

m

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(18).

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 37 STATE ST., SALEM, ORG., TEL. 3171

1936 APR 23 AM 11 22

REFERRED TO
Glanz
By State Highway Engineer
Take up at Com meeting

PRG24 65= SPOKANE WASH 23 1109A

OREGON STATE HIGHWAY COMMISSION=

WILL ACCEPT AWARD OF EAST UNIT STANFIELD PENDLETON HILL SECTION WITH THE UNDERSTANDING THAT RIGHTOFWAY BETWEEN STATION SEVEN HUNDRED THIRTY SEVEN TO EIGHT HUNDRED NINETY SEVEN AND BETWEEN NINE HUNDRED FORTY THREE TO ONE THOUSAND AND ONE MAY NOT BE AVAILABLE PRIOR TO MAY ELEVENTH STOP ALL CLAIMS FOR DAMAGE BY REASON OF RIGHTOFWAY NOT BEING MADE AVAILABLE PRIOR TO THAT DATE ARE HEREBY WAIVED=

JAMES CRICK.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

AVAILABLE BEFORE THAT DATE HEREBY ARE WAIVED UNQUOTE

R. H. BALDOCK
STATE HIGHWAY ENGINEER

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

M

TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER	X	WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.

CASH OR CHG.

CHECK

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

APRIL 22, 1936

JAMES CRICK
402 REALTY BUILDING
SPOKANE, WASHINGTON

COMMISSION WILL AWARD CONTRACT TO YOU FOR EAST UNIT STANFIELD PENDLETON HILL SECTION THIS WEEK PROVIDED YOU TELEGRAPH OREGON STATE HIGHWAY COMMISSION AS FOLLOWS QUOTE AWARD OF EAST UNIT STANFIELD PENDLETON SECTION WILL BE ACCEPTED WITH UNDERSTANDING THAT RIGHT OF WAY BETWEEN STATIONS SEVEN THIRTY SEVEN AND EIGHT NINETY SEVEN AND BETWEEN STATIONS NINE FORTY THREE AND ONE THOUSAND ONE MAY NOT BE AVAILABLE PRIOR TO MAY ELEVENTH STOP ALL CLAIMS FOR LOSS OR DAMAGES BY REASON OF RIGHT OF WAY NOT BEING MADE AVAILABLE BEFORE THAT DATE HEREBY ARE WAIVED UNQUOTE

R. H. BALDOCK
STATE HIGHWAY ENGINEER

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

lm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
APR 28 1936
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon 42

April 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

L J Caufield

Encls.

Iron

Oregon Project No. 42.

Agr 28173

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 15, 1920, by the State Highway Commission of Oregon, and on August 24, 1920, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Project No. 42; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 11.88 miles of road surfaced with gravel, in Umatilla County, for which the estimate approved was $129,800.00 , and $64,900.00 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $130,094.55, and voucher in the sum of $64,900.00 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for a relocation of the entire project, extending the limits of the project northwesterly to survey station 252+00, approximately one mile southeast of the town of Stanfield, and easterly to survey station 1352+00 in the city of Pendleton, at the westerly terminus of Federal Aid Project 38, thereby decreasing the length of said project from 21.880 miles to 20.120 miles, and to provide for the grading and construction of a gravel base course on the easterly 3.980 miles, between survey stations 1104+20 and 1352+00, at an estimated cost of $135,429.40; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $130,094.55 to $265,523.95, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $64,900.00 to $146,664.03:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred forty-six thousand, six hundred sixty-four and 03/100 dollars ($146,664.03) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

To Article I shall be added clause (b) to read:

"(b) By the State, for the additional work involved in the reopening of said project, from Chap. 41, Laws of 1933."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

"Between survey station 252+00 in the SW 1/4 of Sec. 4, T. 5 N., R. 29 E., approximately one mile southeast of the town of Stanfield, and survey station 1352+00 in the city of Pendleton at the westerly end of Section C of Federal Aid Project 38, length 20.120 miles, in Umatilla County, being Oregon Project No. 42, consisting of 20.120 miles of roadway and no bridges of more than 20 feet clear span, known locally as the Pendleton - Umatilla section of the Oregon Trail (Federal Aid Route No. 1), between official control points of the same names."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred forty-six thousand, six hundred sixty-four and 03/100 dollars ($146,664.03), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-five thousand, five hundred twenty-three and 95/100 dollars ($265,523.95), the approved total estimated cost of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

> "The Highway Department will use every means
> within its power to insure proper and permanent
> maintenance of said project, and to that end
> will provide for the constant making of needed
> repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 25th day of February, 1936, and the Secretary of Agriculture on the 15th day of April, 1936.

OREGON STATE HIGHWAY COMMISSION

By ____________________
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L Tou Velle
Member, State Highway Commission

Secretary of Agriculture,

R. E. Boykin
Acting Chief, Bureau of Public Roads.

Oregon Project No. 42.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 42, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $265,525.96 in lieu of the previous actual payment of $64,900.00, as the total estimated cost of said project, and the sum of $146,664.03 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15th day of April one thousand nine hundred and thirty-six

Secretary of Agriculture,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8-4850

42

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 27 1936

April 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence, as of this date, in award of contract for Oregon U.S. Works Program Highway Project WPH 42, East Unit, Stanfield-Pendleton Hill section of the Old Oregon Trail, to James Crick, Spokane, Washington, who submitted the low bid at the bid opening held on April 16, 1936.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

42

April 4th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. Andrews.

Dear Sir:

Referring to your letter of March 31st, 1936, regarding .02% grade from Station 987 to 1002 on the East Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail, Project WPH 42, I wish to state that it is our practice to obtain as long continuous grades as possible or economical, particularly on long tangents. Also that when the longitudinal grade must be less than the transverse, that the advantage of rolling the grade in order to increase the rate of grade is lost. In this case, the transverse grade for the center 20 feet of the roadbed or the oiled surface is two inches in ten feet or 1.6% grade. The shoulders have a grade of .04 per foot or a 4% grade. In order then for the longitudinal grade to exceed the minimum transverse grade, it would have to exceed 1.6%. Such a grade is impractical in this case. Since it must be below the above grade of 1.6%, the roadbed must drain transversely and no advantage is gained by any longitudinal grade. It is possible that there might be cases where the ditch grades are so light that some water might stand in the ditches, but this can usually be taken care of by proper grade or maintenance of the ditches.

In this case, the excavation on the .02% grade runs from Station 986 to Station 1004, a distance of 1800 feet, but the ditch drainage is cut transversely at Station 994 where a culvert is provided and the accumulated ditch water is led away from the highway.

I am very hesitant to lend encouragement to a design which I feel to have been discarded for many years; and therefore, I ask your reconsideration of your request and your approval of the grade line as laid.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 28 1936
OREGON
STATE [illegible]

March 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to revised project statement sketch map submitted for Oregon Federal Aid Project No. 42.

This revised sketch map is being filed as superseding that originally approved. However, it is suggested that a change of this magnitude would more properly have been handled by the submission of a revised project statement for formal approval.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

Jon

42-R

March 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the East Unit, Stanfield-Pendleton Hill Section, Project No. WPGO 42-R
WPH

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Oregon State Highway Department

Works Program Project
No. WPH 42-A

EAST UNIT, STANFIELD-PENDLETON HILL SECTION
OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements)

Salem, Oregon, March 17, 1936

All Required		Clearing and Grubbing		$ 500.00
300	cu. yds.	Trench Excavation	$ 1.00	300.00
117,000	cu. yds.	Common Excavation	0.26	30,420.00
36,000	cu. yds.	Solid Rock Excavation	0.65	23,400.00
192,000	yd. sta.	Overhaul	0.015	2,880.00
45,000	yd. mi.	Truck Haul	0.15	6,750.00
7.56	miles	Finishing Roadbed and Slopes	500.00	3,780.00
45,000	lin. ft.	Rounding Cutbanks	0.10	4,500.00
1,600	lin. ft.	18" Corr. Iron Pipe	2.20	3,520.00
330	lin. ft.	24" Corr. Iron Pipe	3.30	1,089.00
120	lin. ft.	36" Corr. Iron Pipe	6.00	720.00
21,000	cu. yds.	Gravel Topping	0.35	7,350.00
123,000	yd. mi.	Hauling Gravel Topping	0.12	14,760.00
		Subtotal		$ 99,969.00
		10% Engr. & Cont.		9,996.90
		Total		$ 109,965.90

Length	7.560 miles
Cost per mile	$ 14,545.75

WPH Funds Requested- $ 109,965.90

Estimated Labor Required	67,000 man-hours
Cost of Labor	$ 42,000
Cost of Materials	$ 3,000

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 31, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Highway Project WPH 42, the East Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail, have been examined and recommended for approval, subject to final review and approval by the Chief Engineer. You are authorized to advertise for bids as of this date.

Since this project is a reopening of a portion of the previously constructed FAP 42 and there will be no other sections, the letter designation "A" for this section should not be used.

H.B. Smith
will reply
to this
suggestion.

The plans show a .02% grade extending from approximately Station 987 to 1003, all in excavation. It is suggested that drainage would be improved by rolling the grade line somewhat, which could be done without reducing the sight distance. It is requested that this change be given consideration during construction.

Concurrence in award will be withheld pending approval of the revised program dated March 9, 1936.

Very truly yours,

W. H. LYNCH
District Engineer
By
F. E. Andrews
Sr. Hwy. Engineer

FORM 2-H-1 800 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

42

Const
Projects
Primary

RECEIVED
MAR 10 1936
SALEM
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 9, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith Construction Engineer

Dear Sir:

Mr. Aldrich has requested that I furnish an estimate of cost for that section of the Oregon Trail Highway extending from the east city limits of Pendleton, or the east end of the Pendleton Grade Separation project to mile point 234, a distance of 1.024 miles.

I enclose herewith my estimate of cost for the grading, surfacing and bituminous macadam construction on this particular project.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

Const
Projects
Primary

March 4, 1936

Mr. S. H. Probert

Office

Dear Sir:

Mr. Aldrich called up today and said that the extension of the Pendleton-Stanfield job was not on the March letting. He understood that it would be put on at that time. Please make sure that the project is advertised for April.

Very truly yours,

State Highway Engineer

RHB:HI

FORM 5-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Primary

February 21st, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The right of way department has agreed on the construction of a stockpass at about Station 581+00, Pendleton-Stanfield Section. Approaches to the right of way from either side are to be built about 1,000 feet west of the house, and a 50-foot concrete section is to be placed at a suitable point satisfactory to Mr. Rohde.

Will you kindly see that these items are included in the projects when the specifications are submitted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

Const
Projects
Primary

February 21, 1936

Oregon State Highway Commission

Gentlemen:

I am enclosing a copy of a letter from W. D. Williams, giving the information relative to the revised Old Oregon Trail between Stanfield and Pendleton. These data clearly indicate the desirability of this project.

As I have pointed out several times from such economic study as I have given various changes throughout the state, this change and its extension to Boardman will in all probability effect the greatest reduction in distance and curvature at the lowest expenditure of any similar project in the state. When measured by the economic yardstick which discloses the relation between the cost of the work and the saving to the road user, it appears that the saving to the motor user will amortize the cost of this project within less than five years.

Very truly yours,

State Highway Engineer

RHB:HI

35100 500 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 19 1936
OREGON
STATE HIGHWAY COMMISSION

February 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

For your information I furnish the following data relative to revised Old Oregon Trail as located between Stanfield and Pendleton:

The relocated line leaves the existing highway at mile point 204.24, which is approximately one mile east of Stanfield. The two lines become common again at the intersection of Blaine and Court streets in the city of Pendleton at existing mile point 230.88. This distance by existing highway is 26.64 miles and the distance between these points on the relocated line is 21.46 miles, a saving of 5.18 miles.

The total curves in the existing highway is 226 as compared with 7 in the new line. The total angle in the existing road is 5,633 degrees and in the new line 276 degrees. The total rise and fall in the old line is 2,025 feet and in the new line 1,802 feet.

On a percentage basis, the ratio of these reductions is as follows:

Decrease in total angle, 95%
Decrease in distance, 20%
Decrease in rise and fall, 11%
Decrease in number of curves 97%

The maximum curvature on the old line is 56 degrees and on the new line the maximum is 1 degree 30 minutes, with the exception of the curves at either end of revised line where connections are made to the existing highway. At the

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Revised Old Oregon Trail as
located between Stanfield and
Pendleton.

Stanfield end, the connecting curve is a 6 degree curve and on the Pendleton end the connecting curve is an 8 degree, all curves being spiraled.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓
E. B. Aldrich

FORM 8-M-1 28199 800 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
FEB 19 1936
OREGON

Const
Projects
Primary

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The following corrections are to be made on the profile tracing for the East Unit of the Stanfield-Pendleton Hill Section, stations 705 to 1104:

Materials excavated at the east end of the project between station 1096+65 and 1104+20 shall be hauled to station 1065-1067 for embankment construction. It is anticipated that materials originally intended for embankment construction at station 1065-1067 can be used for roadbed topping.

Trench excavation is to be added for culvert installation at the following stations and in the amounts given:

705+40,	18	cu.yd.	844+50,	13	cu.yd.	1024+00,	5	cu.yd.
761+80,	4	"	895+00,	6	"	1035+90	15	"
788+00,	4	"	913+00	5	"	1053+00	4	"
845+30	4	"	942+80	5	"	1066+00	12	"
857+15	6	"	961+00	4	"	1074+70	5	"
862+80	4	"	969+00	4	"	1093+00	4	"
866+00	4	"	1010+30	8	"			

No stock passes or bridge structures will be required on this project.

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER,
SALEM.

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const.
Projects
Primary

RECEIVED
FEB 19 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

February 18, 1936.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I inclose herewith special provisions, estimate of cost, mile summary, typical sections and sketch map of the East Unit Stanfield-Pendleton Hill Section, Old Oregon Trail, Umatilla County.

Wish to call your attention to the decrease in the normal amount of gravel topping called for on this project.

I have decreased this gravel topping with the idea of using finely broken rock from roadbed excavation, a large quantity of which was available on the project now being completed by James Crick on the west end of the Pendleton Hill project. The rock shattered in such manner as to provide excellent topping and I am of the opinion that rock encountered on this project will be equally suitable. Where such rock is available, the topping course will consist of approximately 5inches of rock topped with 3 inches of gravel and on sections where the subgrade is constructed entirely of rock, there is no necessity of placing more than three or four inches of gravel topping. I have allowed approximately 10,000 yard miles more of truck haul than required for the excavation work in order to take care of hauling excavated materials to be used as topping.

In the event that a sufficient amount of excavation materials are used as topping to require borrowing of common material for embankments, such common will be borrowed by widening cuts. I have not increased quantities to care for such overrun, as it is my opinion that the swell on rock materials will be considerably more than estimated in the plans and thus take care of any borrow that might be required. Rock

NOTED
State Highway Engineer

FORM 2-H-1 28150 500 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: East Unit Stanfield-Pendleton
Hill Section, Old Oregon Trail,
Umatilla County. Estimate of
Cost, special provisions, etc.

Page 2
2-18-36

materials on the Pendleton Hill section swelled around 40% and we had difficulty in disposing of all the materials.

Grading work on this section can be carried on in the early spring months to much better advantage than later in the summer, owing to dust conditions. Therefore, if the project could be let at the March letting, it is very probable that a lower bid will result, not only for this reason, but also that James Crick will complete the Pendleton Hill work by that time and having all equipment available would undoubtedly submit a very satisfactory bid.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const
Projects
Primary

OREGON STATE HIGHWAY COMMISSION

SALEM

February 11th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Please submit an additional project on the Pendleton-Stanfield Section to the amount of about $100,000. If this can be submitted this week, we may be successful in getting it on the March 1xth, letting, which I imagine will be of considerable advantage to the present contractor.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT #1863

WPSO 293 Balm Grove-Forest Grove

1063

1936

FORM C-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

293

December 14th, 1936

IN REPLY PLEASE REFER TO FILE NO.

~~Mr. W. H. Lynch~~
~~District Engineer~~
~~Bureau of Public Roads~~
~~Portland, Oregon~~

Dear Sir:

May we have your concurrence in the extension of time from September 15th to October 3rd, 1936, Saxton & Looney and J. S. Risley and J. C. Compton, for the construction of the Dala Grove-Forest Grove Section, contract #1833, Federal Project NPGO 208.

The delay was caused by the contract not being awarded until 18 days after the bids were received, and further for the reason that the contractors were delayed some ten days during August on account of the failure of relief men to report.

Traffic was not materially inconvenienced, nor was engineering expense increased, and therefore, our recommendation that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 14 1936
FOR FILING

DEC 14 1936

OREGON STATE HIGHWAY COMMISSION

293

~~SALEM~~
Portland, Oregon
Dec. 12, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Received your letter of December 10th, written by Mr. Chas. E. Low, with reference to extension of time on the Balm Grove-Forest Grove Contract, No. 1863. I called the U. S. Bureau of Public Roads and Mr. Caufield advised me that, in his opinion, the eighteen day delay in awarding the contract was ample justification for an equal extension of time for completion. Mr. Davis was not in. Also, Mr. Caufield said that their inspection report showed a ten day delay during August, on account of failure of relief men to report.

Bids were opened on the 17th of April; the contract awarded on May 5th, and the contractor went to work on May 25th with a good force of men and worked straight through to the completion date.

It would appear reasonable that, had the contract been awarded eighteen days earlier, the work would have been that much ahead of it's actual schedule all summer.

After consulting with the U. S. Bureau of Public Roads, I again recommend an eighteen day extension, on account of delay in awarding the contract, this to be granted without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC;DP
CC R. H. Baldock

FORM 8-A-1 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 14
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

DEC 14 1936

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

Dec. 12, 1936

293

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Received your letter of December 10th, written by Mr. Chas. E. Low, with reference to extension of time on the Balm Grove-Forest Grove Contract, No. 1863. I called the U. S. Bureau of Public Roads and Mr. Caufield advised me that, in his opinion, the eighteen day delay in awarding the contract was ample justification for an equal extension of time for completion. Mr. Davis was not in. Also, Mr. Caufield said that their inspection report showed a ten day delay during August, on account of failure of relief men to report.

Bids were opened on the 17th of April; the contract awarded on May 5th, and the contractor went to work on May 25th with a good force of men and worked straight through to the completion date.

It would appear reasonable that, had the contract been awarded eighteen days earlier, the work would have been that much ahead of it's actual schedule all summer.

After consulting with the U. S. Bureau of Public Roads, I again recommend an eighteen day extension, on account of delay in awarding the contract, this to be granted without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC;DP
C^C R. H. Baldock

FORM 5-A-1 5M 7-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

RECEIVED
DEC 15 1936
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

293

December 10th, 1936

In Reply Please
Refer to File No.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

Reference is made to your recommendation for the extension of time of Saxton & Looney and J. S. Risley and J. C. Compton for the construction of the Balm Grove-Forest Grove Contract #1365.

We do not consider, nor will the Bureau of Public Roads consider, the matter of time of 18 days between receiving and awarding of the bid as sufficient reason for granting the extension of time. This is especially true when our records show that although the award was made 18 days after bids were received, the contractor did not begin work until the 25th, or 20 days after the contract was awarded.

Since the Bureau must concur in the granting of extensions of time for all projects on which Federal funds are used, it is very important that good and sufficient reasons be given to substantiate our recommendation for the extension without penalty. Your attention is called to our construction circular letter #81 of December 3rd, 1936.

Do you have other good and sufficient reasons for granting this extension of time or would you recommend that the contractor be penalyzed in accordance to the special provisions?

NOTED
State Highway Engineer

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

293

RECEIVED
DEC 19 1936
FOR FILING

#1863
X

December 10, 1936

United States Fidelity & Guaranty Co.
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1863 for the construction of the Balm Grove-Forest Grove Section of the Gales Creek County Road in Washington County has been completed by the Contractors, Walton & Looney, J. S. Risley & J. C. Compton, and that final settlement will be made by the State with said contractors for work done under this contract, on or after December 21, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractors in connection with this contract will be $59,041.73, including the final payment. Of this amount $173.89 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 5 1936
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Dec. 4, 1936

IN REPLY PLEASE
REFER TO FILE NO.

293

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Attached hereto you will find a request from Saxton & Looney & J. S. Risley and J. C. Compton for an extension of time on the Balm Grove-Forest Grove contract, No. 1863, which was completed on October 3rd. The specified date of completion was September 15th. Consent of their surety for this 18 day extension is attached hereto.

The records indicate that award of this contract was not made until 18 days after bids were opened. All construction of oil mat surface was completed on September 25th and the time after that was used in cleaning up the job.

Traffic was not materially inconvenienced by reason of this short delay in completion date, nor was engineering expense increased at all for the reason that the engineering crew had several other projects under way.

I recommend the extension requested be granted without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.
CC R. H. Baldock ✓

NOTED
State Highway Engineer

#1863

RECEIVED
NOV 30 1936
FOR FILING
293

November 30, 1936

Mr. E. A. Collier,
7729 S. E. 15th Ave.,
Portland, Oregon.

Dear Sir:

Reference is made to the Saxton & Looney and J. C. Compton Contract No. 1863, Balm Grove-Forest Grove Section in Washington County.

The completion date of this contract was Sept, 15, 1936 and according to our records the work was not completed until October 3, 1936. Will you kindly take the matter up with the above contractors and request that they submit an application for an extension of time. Also, please advise us of your recommendation.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 30 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

No. 8

RECEIVED
[illegible] 27 1936

293-a

November 24, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO Project No. 293-A, Balm Grove-Forest Grove Section Gales Creek Road, Washington County, was made by a representative of this office on November 19, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

#1863
X

RECEIVED
NOV 9 1936
FOR FILING
293

November 9, 1936

United States Fidelity & Guaranty Company,
C. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton & Looney, J. S. Bigley and J. C. Compton on Contract No. 1863 for the construction of the Balm Grove-Forest Grove Section of the Gales Creek County Road in Washington County. This payment will be made on or after November 19th, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

RECEIVED
NOV 2 1936
FOR FILING

293

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

October 30, 1936

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention S. H. Probert

Dear Sir:

Under separate cover we are sending you today by express the final records for the Forest Grove-Balm Grove grading, surfacing and oiling contract, #1863, completed by Saxton, Looney & J. S. Risley and J. C. Compton on October 3, 1936. A list of materials submitted is attached hereto.

Please send us a blue print of the construction profile. Please return to J. W. Barney, county engineer, within the next thirty days the 100' to the inch detail map of the Gales Creek Road.

On the construction profile has been shown all bridges and culverts, whether new or in place, and on the map mentioned above is shown the alignment throughout the entire length of the job, and we believe from the information submitted you can prepare the federal aid plans for this project, which were originally submitted in an abbreviated form.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
CC H. G. Smith
Encl.

FORREST GROVE-BALM GROVE GALES CREEK CO. ROAD

Prefix 234-1010 1936 Contract 1863

INVENTORY OF ESTIMATE DATA

Number Pieces	DESCRIPTION OF ITEMS
3	100' Detail map (old Co. Map) & 2 Location Maps
1	Final Profile
1	Mass Diagram
1	Book Earthwork Computation Sheets
1	Book plotted sections-Earthwork, pipes & Misc. with tabulations
1	Bundle oil spread tickets, oil invoices and tabulation
9	Books Receipts-Mineral Aggregates-With tabulation
8	" " Gravel Sub-base " "
17	" " Rock Base " "
2	" " Salvaged Surf. " "
2	" " Filler & Haul " "
5	" " Sprinkling " "
1	" " Load & Haul Exc. Mat." "
2	" " Rock Shoulder Mat. " "
1	Chart of haul breaks for filler haul
8	Sheets Semi-final Estimate
6	" Quantity Summary
5	" Form Emp. 32
1	Book Transit Notes
1	Book Level Notes
1	Book Cross-section Notes
1	Book Pipe Notes

OCT 31 1936

FORM 9-A-1 5M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

IN REPLY PLEASE REFER TO FILE NO.

October 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention H. G. Smith

Dear Sir:

Explanation of overruns and underruns on the Forest Grove-Dela Grove grading, surfacing and oiling contract, #1863:

Overruns occurred in every size of culvert pipe and in the salvaging of culvert pipe and in the trench excavation as all of these items were under-estimated on the preliminary estimate, and more drainage was necessarily placed during the construction of the job. An overrun occurred in salvaging surfacing materials as this item was also under-estimated and more suitable material was found than originally estimated. An overrun in rock base was purposely made in order to provide stability for the oil mat surface. A small amount of this rock base was used in lieu of rock shoulders, which item underran on this account. An overrun occurred in the item for hauling filler as average two mile haul was required instead of approximate one and one-half mile as originally estimated.

There was an underrun in sprinkling as the material brought from the pit was quite wet and did not require the estimated amount of water. On authority from the Salem office a single seal was used instead of a first seal of tar and a second seal of cutback. This resulted, of course, in an underrun of cutback and an overrun of tar. The total preliminary estimate for cutback and tar was 388 tons, and the total tar used was 384 tons. The estimate, corrected todate, including contingenciesand engineering, is approximately $800.00 less than the total preliminary estimate.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
CC-R. H. Baldock
Encl. 2 CC

Form 223—5M—6-36

OR ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

293

X

For Week Ending October 24, 1936

Section Forest "rove-Balm Grove

Kind of work Grading, Surfacing & Oiling

Highway Gales Creek County Road

Section prefix 234-1010

Contractor Saxton, Looney, Risley & Compton

Contract number 1863

Date of contract ...., 193....

Date of completion ...., 193....

Date work started ...., 193....

Estimated date of completion ...., 193....

Amount of contract $ 56,483.50

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 56,483.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, 2193.00, 3.9 %

Date project was completed Oct. 3, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office "orce working on semi-final which will be completed about October 28.

Mr. Sargent of the U.S.B.P.R. was over the job Thursday and accepted it.

Signed F. W. Farrar
F.W.Farrar

Address Forest Grove, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

PRINTING DEPT.

[illegible] [illegible] HIGHWAY [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form 333—5M—5-36

293 89.

OR N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3, 1936

Section Forest Grove, Balm Grove

Kind of work Grading, Surfacing& oiling

Highway Gales Counth Road

Section prefix 234 - 1010

Contractor Sarton, Looney, Risley & Compton

Contract number 1863

Date of contract May 5, 1936

Date of completion September 15, 1936

Date work started May 25, 1936

Estimated date of completion October 3, 1936

Amount of contract $56,483.50

Per cent of time elapsed Completed %

Estimated cost of completed project, exclusive of engineering 56,483.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2100.00, %

Date project was completed October 3, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party made final measurements on pipe, road approaches etc. Inspection work also.

Shoulder material was placed, road cleaned up and final details attended to.

Mr. Collier was over job, subject to the completion of several details, which were done Saturday. Semifinal estimate is being prepared.

Wire was sent to Mr. W.H.Lynch of U.S.B.P.R. notifying him of completion.

RECEIVED
OCT 5 - 1936

RECEIVED
OCT 5 - 193
DIVIS NEER

NOTED
H.N.HACKETT

NOTED
H. G. SMITH

Phone: Wilson River Engineer's Office
Forest Grove.

Home Phone: 345M, Forest Grove

Signed F.W. Farrar
F.W.Farrar
Res. Engr.

Address Forest Grove.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.25	7.05		7.05	
Miles partially completed					
Miles completed	1.25	7.05		7.05	
Total estimated quantities	17,000	11,700			
Estimated quantities moved or placed to date	17,000	11,700			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		17			

Percentages of men employed on contract to be secured from:

Wash County, 100 %; ______ County, ___%; ______ County, ___%; ______ County, ___%

	NUMBER USED AND SECURED FROM						
	Wash COUNTY	Polk COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	16	1					
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ______, Power graders 2, Rollers 1, Mixers ______, Crushing or screening plants ______,

Compressors ______, Bull Dozers ______, Sheet-foot rollers ______, Trucks 3, ______, ______

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Fog		
Friday	"		
Saturday	Cloudy		

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 24 1936
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

293

Portland, Oregon
Oct. 1, 1936

IN REPLY PLEASE
REFER TO FILE NO.

OCT 2 1936

J. C. Compton
McMinnville, Oregon

Dear Sir:

I have the original consent of your bonding company for 15 days extension on Contract 1863, but we do not have a copy of your request.

I think your suggestion to write another application and secure another consent of surety to cover the period actually required is good and on receipt of the same I will make my recommendation and forward it to Mr. Glaisyer.

It will expedite matters if both your application for extension and the consent of surety are mailed directly to this office.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC J. McFarland

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 23 1936
F

213

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 26 1936
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon
Sept. 25, 1936

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

I received a copy of Mr. Glaisyer's letter to you, dated Sept. 21, asking you to secure the consent of your surety for extension of time on Contract No. 1563, Bala Grove-Forest Grove.

I will present this to Mr. Glaisyer with my recommendation in a few days. However, the job is not quite finished and it appears probable to me that there will be two or three days work in October to complete shoulders, clean out ditches etc. and if so, it will be well for us to secure and send in consent of surety for the full number of days required.

Please advise what reasons you have for an extension of time. It appears that you would be entitled to some extension on account of the contract not being awarded for some 18 days after bids were opened. Your men should use every effort to complete the work within that time, as the Bureau has almost stopped receiving weather as a cause for delay.

Very truly yours,

F. A. COLLIER
DIVISION ENGINEER

FAC:DP
CC H. B. Glaisyer
Saxton & Looney & J. S. Risley

#1863

September 21, 1930

Mr. J. C. Compton,
McMinnville, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of September 18th requesting an extension of time on your contract No. 1863 - Balm Grove-Forest Grove Section in Washington County.

Before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of the surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

cc to E. A. Collier.

Mr. Collier:

The application is for an extension of time to October 1st. Please advise of your recommendations.

H, B. Glaisyer.

#1863

HOME OFFICE
McMinnville, Oregon
Phone 106

J. C. COMPTON
General Contractor
McMINNVILLE, OREGON

RECEIVED
SEP 21 1936
OREGON
STATE HIGHWAY COMMISSION

September 18, 1936

Oregon State Highway Commission

1436 S. W. Montgomery St.

Portland, Oregon

Attention: E.A.Collier, Division Eng.

Gentlemen:

In re; Gales Creek County Road, Washington County, Balm Grove-Forest Grove Section, 7.05 Mi. Grad., Surf. & Oiling. Application for an Extension of Time.

The time expired on the above project on September 15. On September 12, oiling was started on this project and is now approximately 45% completed; five or six more clear days will see the completion of the job. We would respectfully request an extension of time to October 1.

We feel that the State has not been put to any extra expense on this project in its engineering, inasmuch as excellent progress has been made on the job. It is true that the project was not started immediately after its award due to the fact that other contracts with the State in progress at the time of the award of the above contract delayed somewhat the ability of we contractors to move immediately upon this project.

If the above statements are such that you can consciencíously grant us this extention, we assure you of our appreciation of a favorable action.

Yours very respectfully,

Saxton & Looney, & J.A. Risley, and J.C.Compton

J.C. Compton

By: J. C. COMPTON

JCC JN
CC Saxton & Looney

293

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Stencil No. 124 DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. WPSO 293

RECEIVED
SEP 24 1936
OREGON
STATE [illegible]

Sept. 23, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

293

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 24 1936
OREGON
STATE [illegible]

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. WPSO 293

Sept. 2 3, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

LR-A4pr- 4347

Form P. R. 2

State Oregon

U.S. Works Program Highway Project No. WPSO 295

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 3

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of August, 1936 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 20th day of February, 1936, a project statement, which was approved by the Secretary on the 11th day of March, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the United States District Engineer on the 26th day of March, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Sixty-two thousand, one hundred thirty one and 85/100 dollars ($62,131.85) as the share of the United States payable under said act on account of [illegible] said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State From funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Sta. 0+00 in the NW 1/4 of Sec. 36, T. 1 N., R. 4 W., and Survey Station 376+50 in the SE 1/4 of Sec. 6, T. 1 N., R. 4 W., W.M., excepting therefrom Gales Creek Bridge between Survey Sta. 326+62 and 327+38.

, length 7.049 miles, in Washington County, being ~~Section of~~ Oregon U.S.Works Program/Highway project No. WPSO 293, consisting of 7.049 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

8—5518

RECEIVED
JUL 31 1936
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ of said project shall not in any event exceed the sum of Sixty two thousand, one hundred thirty one and 85/100 dollars ($62,131.85), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ~~dollars ($~~ is), the approved total estimated cost of ~~Section of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ Maintenance will be by the County of Washington pursuant to its agreement of April 24, 1936 with the State Highway Department. (Include reference to statute authorising funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14th day of Sept., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5518

SECRETARY OF AGRICULTURE

By L. E. Boykin
Acting Chief, Bureau of Public Roads

Form PR. 5—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a U.S. Works Program Highway designated in the records of this Department ~~as~~ ✓ Project No. WPSO 293, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 62,131.85 as the total estimated cost of said project, and the sum of $ 62,131.85 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~percentage of~~ said total estimated cost.

Done at the city of Washington, this 14th day of Sept. one thousand nine hundred and thirty-six.

Secretary of Agriculture,
By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE : 1934 [illegible]

FORM 3-A-4 · 6M · 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

273

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Aug. 24, 1936

RECEIVED
AUG 25 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: **H. G. Smith**

Dear Sir:

Attached hereto you will find a letter from Saxton & Looney and J. S. Risley, requesting permission to subcontract their hauling of surface materials on the Balm Grove-Forest Grove Contract, No. 1863, to Mr. Reichow.

You will also find, in duplicate, copies of the subcontract which I have approved.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
F. W. Farrar

FORM 5-A-1 10M 4-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

293

OREGON STATE HIGHWAY COMMISSION
SALEM

August 4, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. E. Farrar,
Resident Engineer,
Forest Grove, Ore.

Dear Sir:

At the request of the division office we are sending you the detail profile of the Forest Grove-Balm Grove Section of the Forest Grove-Vernonia county road. Federal Aid plans were made up only on the portions of the section to be regarded. As we have to submit complete set of plans to the Bureau, the profile is to be returned as soon as you are finished with it. In this connection, any additional information you can get as to location, width and length of drainage structures, culverts, connecting roads, etc., to complete the profile, should be obtained at this time and placed on the profile.

We are also inclosing the detail profiles for the Gales Creek and Watts School Sections as they may be of some use to you.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock ✓
E. A. Collier

NOTED
State Highway Engineer

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSO 293

July 31, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Ron

FORM 6-A1 10M 4-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

0

293

July 25th, 1938

Sexton & Lockey, Contractors
328 Henry Building
Portland, Oregon

NOTED

Dear Sirs:

Inspection of the Bala Grove-Forest Grove project indicates that you are going to have considerable difficulty in finishing this job during the oiling season. Please arrange to push this work as much as possible in order that it not be dragged out into the wet weather.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H. G. Smith
Construction Engineer

HGS:AR

cc Mr. R. H. Baldock ✓

FORM 8-A-1 10M 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

293

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE No.

July 25th, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th St.
Portland, Oregon

NOTED

Dear Sir:

Inspection of the Bala Grove-Forest Grove project indicates that the contractor may have some difficulty in completing the work during the oiling season.

Please impress upon him the importance of expediting this work.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
F. W. Farrar

FORM 8-A-1 5M 8-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Portland, Oregon

293

July 20, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: H. G. Smith

Dear Sir:

F. W. Farrar of Forest Grove reports that the Typical Section, Station 332-345 on the Forest Grove Project cannot be constructed on the 60 foot right of way acquired by Washington County and the County does not wish to obtain any more right of way as they had trouble on the first deal.

Farrar suggests, and I have approved, narrowing up the turnpike or borrow section so that we will not need to encroach on property outside of our present right of way. This will entail somewhat more borrow and, as you know, the County Court is to pay any overrun which may occur on this contract and the Court would prefer to pay an overrun than to acquire additional right of way. Present indications are, however, that the additional cost of borrow would not exceed $100.00 and that we have this much margin in the contract under items for contingencies.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:DF
CC R. H. Baldock

RECEIVED
JUL 21 1936

July 9, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 2, 1936, please be advised that the stationing of the excepted bridge on the Balm Grove-Forest Grove Section, Project No. WPSO 293-A is 326+62 and 327+38.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In order to prepare the project agreement for Oregon Works Program Highway project WPSO 293-A, the Balm Grove-Forest Grove section of the Gales Creek Road, we should have the stationing of the excepted Gales Creek Bridge.

We are holding the detail estimate which you submitted on June 30, 1936, for this information.

We noted omission of this stationing in our letter of March 31, 1936, authorizing advertising.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

326 + 62
327 + 38

293

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Dala Grove-Forest Grove Section, Project No. WPSO 293.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

293

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Balm Grove-Forest Grove Section, Project No. WPSG 293.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. [illegible] 283

GALES CREEK-FOREST GROVE SECTION OF
THE GALES CREEK ROAD IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1936

All Required		Clearing and Grubbing		$ 3,200.00
160	cu. yds.	Trench Excavation	$ 1.00	160.00
17,000	cu. yds.	Excavation, Single Classification	0.35	5,950.00
19,000	yd. sta.	Overhaul	0.03	570.00
3,800	yd. mi.	Truck Haul	0.20	760.00
1.25	miles	Finishing Roadbed and Slopes	300.00	375.00
1,000	lin. ft.	Rounding Cutbanks	0.15	150.00
500	cu. yds.	Loading and Hauling Excavated Materials	1.25	625.00
5.79	miles	Shaping Existing Roadbed	300.00	1,737.00
120	lin. ft.	12" Concrete Pipe	1.20	144.00
12	lin. ft.	15" Concrete Pipe	1.50	18.00
30	lin. ft.	18" Concrete Pipe	2.00	60.00
15	lin. ft.	24" Concrete Pipe	3.00	45.00
40	lin. ft.	30" Concrete Pipe	5.50	220.00
230	lin. ft.	Salvaging 12" and 18" Pipe	1.00	230.00
40	lin. ft.	Salvaging 30" Pipe	2.00	80.00
600	cu. yds.	Salvaging Surfacing Materials	1.00	600.00
3,500	cu. yds.	Gravel Subbase	1.00	3,500.00
5,700	cu. yds.	Rock Base	1.65	9,405.00
1,000	cu. yds.	Rock Shoulders	1.75	1,750.00
650	cu. yds.	Filler	0.50	325.00
900	yd. mile	Hauling Filler	0.20	180.00
750	M-Gal.	Sprinkling	1.75	1,312.50
7.05	miles	Preparation of Base	100.00	705.00
4,200	cu. yds.	Mineral Aggregate in Place	3.55	14,910.00
80	tons	Emulsified or Cutback Asphalt	26.00	2,080.00
308	tons	Tar in Place	24.00	7,392.00

Subtotal	$ 56,483.50
10% Engr. & Cont.	5,648.35
Total	$ 62,131.85

Length of Roadway	7.049 miles
" " 1 Bridge	.014 "
Total Length	7.063 "
Cost per mile, Roadway	$ 8,821.37

WPGO Funds Requested- -$ 62,131.85

Estimated Labor Required	30,000 man-hours
Cost of Labor	$ 19,000
Cost of Materials	$ 8,000

Funds for Maintenance: See agreement signed by County April 16, 1936 and by Highway Commission April 24, 1936.

293

✓

June 1, 1936

Saxton & Looney and J. S. Risley
 and J. G. Compton
324 Henry Building
[redacted]land, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of State Highway Contract No. 1863, awarded to you on May 5, 1936, for 7.05 miles of grading, surfacing, and oiling on the Gales Creek County Road in Washington County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

293
IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
MAY 7 1936
OREGON
STATE HIGHWAY

May 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Highway Project No. WPSO 293, Balm Grove- Forest Grove section of the Gales Creek County Road, to Saxton & Looney & J. S. Risley & J. C. Compton, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 20, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on March 11, 1936, approved the project statement for Oregon U. S. Works Program Highway Project WPS 293, involving the improvement of 7.2 miles of the Gales Creek Road between a connection with the Thatcher Road in Sed. 36, T 1 N, R 4 W, and a connection with the proposed Wilson River Highway, one mile north of Gales Creek in Sec. 6, T 1 N, R 4 W, in Washington County.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Jem

293

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

APR 2 1936
OREGON

March 31, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project WPSO 293, the Balm Grove-Forest Grove Section of the Gales Creek Road, have been examined and recommended for approval, subject to final review and approval by the Chief Engineer. You are authorized to advertise for bids as of this date.

Approval of this project will be subject to the submission of detail plans and profile before forwarding of the final voucher for payment.

Copies of county agreement covering maintenance should be forwarded with the project agreement estimate.

It is noted that the detail plan sheet No. 5 does not show the stationing of the Gales Creek bridge, though the length is shown as 76 ft. It is necessary that stationing at each end of structures be shown.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

293

March 18, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the Balm Grove-Forest Grove Section, Project No. WPGO 293.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/[illegible]

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 293

BALM GROVE-FOREST GROVE SECTION OF

THE GALES CREEK ROAD IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Use as basis for project
agreement.)

Salem, Oregon, March 18, 1936

All Required		Clearing and Grubbing		$ 500.00
160	cu. yds.	Trench Excavation	$ 1.00	160.00
17,000	cu. yds.	Excavation, Single Classification	0.35	5,950.00
19,000	yd. sta.	Overhaul	0.02	380.00
3,800	yd. mi.	Truck Haul	0.15	570.00
1.25	mile	Finishing Roadbed and Slopes	300.00	375.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
500	cu. yds.	Loading and Hauling Excavated Materials	0.35	165.00
5.79	mile	Shaping Existing Roadbed	250.00	1,447.50
120	lin. ft.	12" Concrete Pipe	1.50	180.00
12	lin. ft.	15" Concrete Pipe	2.00	24.00
30	lin. ft.	18" Concrete Pipe	2.50	75.00
15	lin. ft.	24" Concrete Pipe	3.50	52.50
40	lin. ft.	30" Concrete Pipe	5.00	200.00
230	lin. ft.	Salvaging 12" and 18" Pipe	1.00	230.00
40	lin. ft.	Salvaging 30" Pipe	1.50	60.00
600	cu. yds.	Salvaging Surfacing Materials	0.70	420.00
3,500	cu. yds.	Gravel Subbase	1.20	4,200.00
5,700	cu. yds.	Rock Base	1.70	9,690.00
1,000	cu. yds.	Rock Shoulders	1.70	1,700.00
650	cu. yds.	Filler	0.50	325.00
900	yd. mi.	Hauling Filler	0.20	180.00
750	M-Gal.	Sprinkling	2.00	1,500.00
7.05	miles	Preparation of Base	100.00	705.00
4,200	cu. yds.	Mineral Aggregate in Place	3.00	12,600.00
80.	tons	Emulsified or Cutback Asphalt	28.00	2,240.00
260	tons	No. 3 Road Oil in Place	28.00	(Alternate)
308	tons	Tar in Place	23.00	7,084.00
			Subtotal	$ 51,112.00
			10% Engr. & Cont.	5,111.20
			Total	$ 56,223.20

Length of Roadway	7.049 miles
" " 1 Bridge	.014 "
Total Length	7.063 "
Cost per mile, Roadway	$ 7,976.05

UNITED STATES DEPARTMENT OF AGRICULTURE
[illegible]
[illegible]

POST OFFICE BUILDING
PORTLAND, OREGON

WPSO Funds Requested- $ 56,223.20

Estimated Labor Required	**30,000 man-hours**
Cost of Labor	**$ 19,000**
Cost of Materials	**$ 8,000**

[illegible]

[illegible]

[illegible]

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on March 13, 1936, approved the project statement for Oregon U. S. Works Program Highway Project WPS 295, involving the improvement of .7 of a mile of the Chichester Gulch-Summit section of the Shaniko-Fossil Highway between a point in NW 1/4 Sec. 30, T 8 S, R 21 E, and a point in SE 1/4 Sec. 19, T 8 S, R 21 E, in Wheeler County.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jm

293

February 21, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Balm Grove-Forest Grove Section, to which has been assigned project number WPS-293.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. J.W.Beck:MM

Encl.

STATE Oregon

PROJECT NO. WPS 293
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 20, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Balm Grove-Forest Grove Section, Gales Creek Road
2. Between ~~control points of official description.~~ a point in NW. ¼ Sec. 36, T. 1 N., R. 4 W., and a point in NE. ¼ Sec. 6, T. 1 N., R. 4 W. and
3. Between intermediate control points if used: and

County of Washington

4. Length in miles (gross) 7.2 (net) 7.2
5. Preliminary estimate of cost: Total, $ 50,000; section of road to be first improved, $ 50,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)

(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—3072

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Washington County. Federal Classification and Number WPSO- 243.

Name of section proposed for improvement Forest Grove-Glenwood

located between Forest Grove

and Glenwood

on county road extending

from Forest Grove

to Vernonia.

Type of improvement proposed Grading, surfacing, oil mat.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks, log hauling, etc.

6. Traffic density 408 passenger cars, 32 light trucks, 25 heavy trucks.

7. How will proposed improvement be maintained? By Washington County by agreement with Oregon State Highway Commission

Washington County. Federal Classification and Number [illegible].

Name of section proposed for improvement Forest Grove-Glenwood located between Forest Grove and Glenwood on county road extending

from Forest Grove

to Vernonia.

Type of improvement proposed Grading, surfacing, oil mat.

1. Are employable relief workers available? Yes.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes.

3. Does proposed improvement connect with previously improved county roads or state highways? Yes.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes.

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, heavy trucks, log hauling, etc.

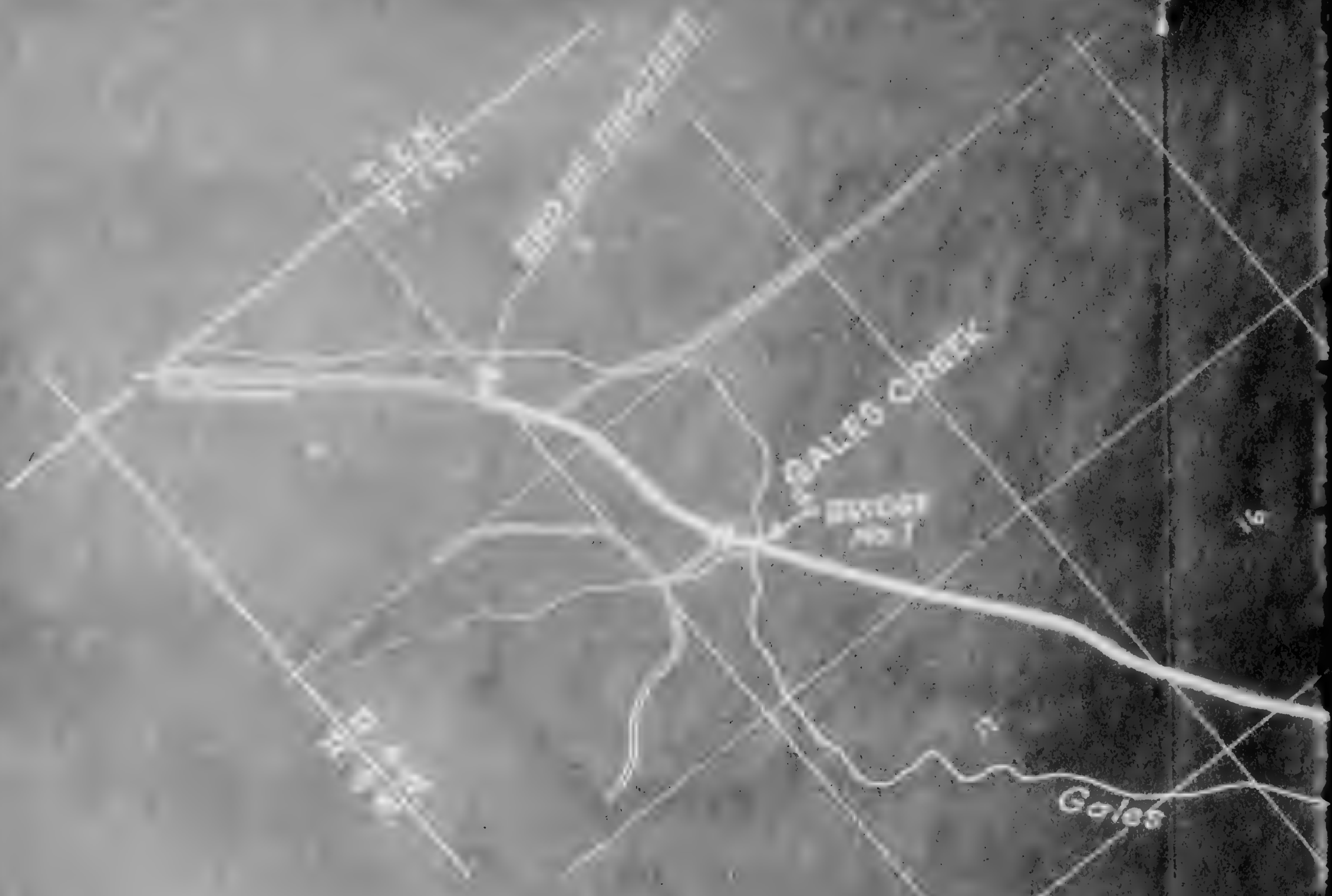
6. Traffic density 408 passenger cars, 32 light trucks, 25 heavy trucks.

7. How will proposed improvement be maintained? By Washington County by agreement with Oregon State Highway Commission.

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

BALM GROVE – FOREST GROVE SEC.

GALES CREEK ROAD

WASHINGTON COUNTY

PROJECT No. WPS – 282

Scale 2" = 1 Mi. Feb., 1936

R. 3W.
R. 4W.
T. 1 N.
T. 1 S.

R.3W.
R.4W.
FOREST GROVE
T.1N.
T.1S.

RECEIVED
NOV 12 1943
FOR FILING

293-A
1863

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

November 10, 1943

SUBJECT: Condition of Gales
Creek Road.

Mr. V. N. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Salem, Oregon

Dear Sir:

Reference is made to your letter of August 18 relative to maintenance inspection of Oregon FAP 293-A, Gales Creek Highway, Dale Grove to Forest Grove Section in Washington County.

Mr. F. E. Young, Acting Division Engineer, reports under date of November 8, as follows: "The cleaning of ditches on this section of highway, as well as shoulders, has been neglected during the past year due to the labor shortage in the maintenance organization. The necessary blading and ditching work on the section above referred to was started on November 1st and will be carried forward as rapidly as possible."

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. E. A. Collier

cc: R. H. Baldock

The above is for your information, in case you wish to reply to Mr. Lynch's letter of August 18th.

E. A. Collier
Maintenance Engineer

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 8, 1943

SUBJECT: Condition of Gales
Creek Road.

To:

Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I have your letter of November 5th, together with Mr. N. H. Lynch's letter of August 18th, relative to drainage conditions along the Gales Creek Highway between Balm Grove and Forest Grove.

" The cleaning of ditches on this section of highway, as well as elsewhere, has been neglected during the past year due to labor shortage in the maintenance organization. However, blading and ditching work on the section above referred to was started on November 1st and will be carried forward as rapidly as possible. "

Very truly yours,

F. T. YOUNG
Acting Division Engineer

FTY:ct
cc R. H. Baldock ✓

The above is for your information, in case you wish to reply to Mr. Lynch's letter of August 18th.

E. A. Collier
Maintenance Engineer

RBS/gb

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 21 1943
FOR FILING

August 18, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAP 293-A, Gales Creek Highway-Balm Grove to Forest Grove Section, in Washington County.

This letter is not concerned with unsatisfactory maintenance. We consider that, in view of the heavy log and gravel hauling and attendant present difficulties, that the surface maintenance is satisfactory. However, there is little question that the surface has an inadequate base and that this element at certain periods is further weakened by insufficient drainage. The ditches are shallow, weed grown and clogged. The shoulders are high with respect to the pavement and surface water has little chance to escape, except under the mat edges where failure has been heavy.

It is believed that opening up of the drainage would relieve the amount of patching required on this surface.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

NOTED
way Engineer

Copy sent to Collin

RECEIVED
AUG 20 1943
STATE [illegible] COMMISSION

C
O
P
Y

Jan. 4, 1939

Mr. W. O. Widdows
Asst. Maint. Engineer
Shops

Dear Sir:

Temporary stakes have been set for Federal Aid Markers on the 8 Clackamas County Oiling jobs, WPSO-A to WPSO 276-A, also The Forest Grove-Balm Grove Section WPSO 293-A and Carver Redland Section, FAS 24-A.

Attached are the field notes showing the location of the markers.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H
CC to
R. H. Baldock

C
O
P
Y

January 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with your recent request, I have had Lester Clinefelter set stakes by which to set Federal Aid markers for the following projects:

(1) WPSO 269-A to WPSO 276-A	8 Clackamas County Oiling Jobs
(2) WPSO 293-A	Forest Grove-Balm Grove
(3) FAS 24-A	Carver-Redland

Mr. Clinefelter's notes for the above are enclosed herewith.

I will also have him set stakes for St. Helens-Bachelor Flat, Thompson Road and Hillsboro-Airport.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:DP
CC C. B. McCullough
Encl.

RE
DEC 28 1938
FOR FILING
293-A

December
23rd
1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

This will acknowledge your letter of December 13 relative to the condition of Oregon F.A.P. 293-A, Dale Grove-Forest Grove Section of the Gales Creek Highway, as shown by your maintenance inspection of December 6.

Mr. R. A. Collier, Division Engineer, in company with Mr. A. O. Skelton, District Maintenance Superintendent, made an inspection of this section on December 12, just six days after your inspection had been made. He states that he did not notice any blocked ditches at that time but that there were some low weeds on the shoulders and in the ditches and that the ditches had been constructed shallow in some places. He further states that, in his opinion, the appearance on December 12 was not ragged.

However, he is sending Mr. Skelton back over the section to check the drainage, shoulders and ditches and improve the conditions wherever they appear unsatisfactory.

Arrangements are also being made to have the posts for the F. A. markers set as soon as possible.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBMcC/JMB/er

cc J. M. Bishop

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

December 22, 1938

FOR FILING

283

RECEIVED
DEC 23 1938
SALEM
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. H. Bishop

NOTED
Asst. State Highway Engineer

Dear Sir:

Following up my report of December 19th to you concerning unsatisfactory maintenance on the Balm Grove-Forest Grove Section of the Gales Creek Road, will report that the shoulders have been bladed regularly last year and mowed. The last mowing was about October 1st. The ditches have been cleaned by hand regularly. There are a few ~~small~~ slides and raveling banks, which temporarily block the ditches until the crew can get to them. A crew is cleaning ditches this week.

The shoulders will be bladed and cut down within the next two weeks.

We will set temporary markers for the F.A. markers and Mr. Smith's office will arrange to set the posts in the near future.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:HP
CC R. H. Baldock

CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

293-[illegible]

December 21st, 1938

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

We are advised that Federal Aid markers have not been placed on the Balm Grove-Forest Grove Section of the Gales Creek Road, F.A.P. 293-A.

Will you please have temporary markers set immediately and advise this office as to their locations in order that posts may be set.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

...ONERS
... F. CABELL, CHAIRMAN, PORTLAND
... B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 20 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
[illegible] S. E. McLOUGHLIN
PORTLAND, OREGON

Maint
Highways
County roads

December 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO

NOTED
Asst. State Highway Engineer

Attention: J. M. Bishop

Dear Sir:

Received your letter of December 16th with a copy of the letter from Mr. R. H. Lynch complaining of unsatisfactory maintenance on the Balm Grove-Forest Grove Section of the Gales Creek Road. I inspected this road with Mr. Skelton on December 12th six days after U.S. Bureau of Public Roads inspection and did not notice any blocked ditches. There are low weeds on the shoulders and ditches, and in places the ditches are shallow. In my opinion, the appearance was not ragged on December 12th.

I did not notice the F. A. markers and am sending a copy of this letter to Mr. H. G. Smith, so the markers can be put up. If it appears desirable, I can have our maintenance crew set the posts if they are sent to Forest Grove.

I will have Mr. Skelton check the drainage, shoulders, and ditches at once and improve conditions wherever they are unsatisfactory.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
A. G. Skelton
R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 15 1938
OREGON
STATE HIGHWAY COMMISSION

December 13, 1938

REFERRED TO
Mr. Bishop
By Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Department,
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon F.A.P. 293-A, Gales Creek Highway-Balm Grove-Forest Grove Section, was made on December 6.

The report of inspection states that the ditches are weed grown, shallow and are blocked in some places.

The report further states that the shoulders are weed grown and rough and do not permit of proper drainage of water from the oil surface.

It is further noted that due to the weed grown condition of the ditches and shoulders, the appearance is very ragged.

We do not expect a high standard of maintenance on roadside clean-up on this comparatively unimportant road, but in order to preserve the oil surface, it is considered of prime importance that the ditches and shoulders be maintained so as to provide adequate drainage, particularly, at this season of the year.

It is noted that maintenance is to be performed by Washington County. However, as the cooperative agreement is between the State and Government, we are calling this matter to your attention with the request that steps be taken to remedy the conditions noted.

It is noted that no F.A. markers have been installed.

Yours very truly,
W. H. LYNCH,
District Engineer

By:
F. E. Andrews,
Sr. Hwy. Engr.

RECEIVED
DEC 15 1938
OFFICE OF
MAINTENANCE ENGINEER

cc with Main.Insp.
Reports to
Wash. Office
Reg. Office

December 13, 1938

Mr. R. H. Baldock,
State Highway Department,
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon F.A.P. 293-A, Gales Creek Highway-Balm Grove-Forest Grove Section, was made on December 6.

The report of inspection states that the ditches are weed grown, shallow and are blocked in some places.

The report further states that the shoulders are weed grown and rough and do not permit of proper drainage of water from the oil surface.

It is further noted that due to the weed grown condition of the ditches and shoulders, the appearance is very ragged.

We do not expect a high standard of maintenance on roadside clean-up on this comparatively unimportant road, but in order to preserve the oil surface, it is considered of prime importance that the ditches and shoulders be maintained so as to provide adequate drainage, particularly, at this season of the year.

It is noted that maintenance is to be performed by Washington County. However, as the cooperative agreement is between the State and Government, we are calling this matter to your attention with the request that steps be taken to remedy the conditions noted.

It is noted that no F.A. markers have been installed.

Yours very truly,
W. H. LYNCH,
District Engineer

By:
F. E. Andrews,
Sr. Hwy. Engr.

cc with Main.Insp.
Reports to
Wash. Office
Reg. Office

FOR FILING

[illegible] 293

May 25, 1938

Treas Rec No. 162075

Honorable Rufus C. Holman,
State Treasurer,
Salem, Oregon.

Dear Sir:

Attached I am handing you Washington County Warrant No. 13786 for the sum of $546.54. This warrant is submitted by the County in connection with improvement of the Balm Grove-Forest Grove section of the Gales Creek County Road, and the amount should be credited to the State Highway fund as County Cooperation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. V. Hollenberg
Bookkeeper

RVH:MN
Enc.

RECEIVED
OCT 8 1937
FOR FILING
293-A

October 7, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of October 5, 1937, concerning the length of the Balm Grove-Forest Grove Section, Project No. WPSO 293-A.

It appears the abbreviated plans, previously submitted, were incorrect in not showing the equation 115+14.5 = 114+97.5 since there was no change made in the alignment during construction.

We are sending, under separate cover, five sets of detail blueprint plans which show the correct stationing.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] - 1937
STATE HIGHWAY COMMISSION

October 5, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher covering Oregon WPSO Project No. 293-A, the Balm Grove-Forest Grove Section.

The P.S.& E. papers for this project show a roadway length of 7.049 miles while the final constructed length data with the final voucher shows 7.053 miles. This difference is caused by the showing of an equation as the constructed length, Sta. 115+14.5 equals 114+97.5, or 17.0 ft. addition. This equation was not included in the original plans and advice is desired as to just how this change in length occurred. The final voucher will be held pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

CONTRACT # [redacted] 1864

NRS 250 Vancouver Ave. Extension 1936

1864

FORM S-A-1 1M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 30 1937
FOR FILING

250

March 23rd, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Collier
Division Engineer
State Highway Dept.
7720 S. E. 15th Ave.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

The width of right of way along the west side of the Vancouver Avenue Extension between Stations 21+88 and 29+68 is 60 feet. We have, however, a perpetual easement of an additional 20 feet for use in construction etc. Copies of the description and option are enclosed herewith, for your information.

Under separate cover, we are mailing you print of the 100-ft. scale construction map and profile.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock ✓

RECEIVED
MAR 5 1937
FOR FILING

250

March 15, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1864 for the construction of the Vancouver Avenue Section of Vancouver Avenue in Multnomah County, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after March 15th, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $21,062.87, including the final payment. Of this amount $119.93 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

S-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

RECEIVED
FEB 1 1937
FOR FILING
250

RECEIVED
JAN 29 1937
STATE HIGHWAY COMMISSION

January 28, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Enclosed herewith we are sending you the construction map for the Vancouver Avenue Project, completed November, 1936. This is scale 1": 50', on tracing cloth. Please return us a blueprint. Will you please check with the Right of Way Department the width of right of way obtained on he west, from Station 21+52 to Station 29+65. The plans showed 70 ft. on that side of the center line, but Mr. Dean thought this width had not been obtained.

Please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
S. H. Probert
Encl.

NOTED
State Highway Engineer

RECEIVED
JAN 25 1937
FOR FILING
950

FORM 2-A-1 .. 9-30

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM
XXXXXXXXXXXXXXXXXXXX

In Reply Please
Refer to File No.

Portland, Oregon
January 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Attached hereto you will find a letter of explanation for over-runs and under-runs on Vancouver Avenue extension Contract No. 1864.

The other final data for this project was sent you a few days ago.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

JAN 25 1937
STATE HIGHWAY

XXXXXX
Portland, Oregon

RECEIVED
JAN 25 1937
STATE HIGHWAY COMMISSION

Vancouver Ave. Extension

Columbia Blvd. to Union Avenue

Prefix 126 - 1022 Contract 1864 NRM 250 - A

Following is an explanation of those items which in the semi-final estimate vary more than ten per cent from the amounts as included in contract no. 1864 for this project.

This explanation includes only the participating items, and is divided into two sections as per the summary of quantities shown in the plans on sheet no. 2. The sections are from station 0 + 20 to station 5 + 18.7 having a 44 ft. roadway and from station 8 + 95.7 to station 24 + 75.7 having a 30 ft. roadway. The section from station 5 + 18.7 to station 8 + 95.7 is a bridge, constructed previously under a separate contract.

UNDER RUN, STA. 0 + 20 TO STA. 5 + 18.7

Trench Excavation

In connecting the two inlets at Sta. 3 + 40 it was found unnecessary to trench as deep as was estimated. Also some trench excavation came under non-participating, thus causing the under run.

Excavation, Single Excavation

Apparently the split on this item was pro-rated for the length of the project. The calculated quantity for this station is under and the second section is over the quantities shown on the plans.

Removal of Old Pavement

There was considerable pavement yardage between station 0 + 20 and 0 + 20 connecting Vancouver Ave. to Columbia Blvd., this reduced the participating yardage and caused the under run of this item.

Removal of Curb

The curb returns extended into Columbia Blvd. This portion was non-participating, and caused the under run on this item.

1 1/4" Rock in Base and Shoulders

There are some approaches on this section which are used considerably. having a good base from the gravel borrow, this item was intentionally under run, (31 cu. yds.) and some of the 3/4" and 1/2" rock used asaa top dressing.

Filler and Sealing Filler

The rock sub-base and crushed materials contained enough fine material as furnished. No additional filler was required.

Expansion Joints

All joints were put in as called for by the plans. The tolerance of 114 feet is nearly 20 % and most of it was allowed in this section. The large allowance caused this under run.

This is true of all the concrete paving items for this section.

Contraction Joints

Too much of the allowance was put into this section, causing the under run on this item. The total for the job is within the limit of 10%.

Dowels

Same as above for contraction joints.

OVER RUN. STA. 0 + 28 TO STA. 5 + 18.7

Gravel Borrow

More of this item was required at the South end of the bridge than was estimated and the approach from the shingle mill was widened to provide a place for trucks to stop before entering Vancouver Ave., causing the over run.

8" Drain Pipe

To properly take care of drainage at Columbia Blvd. and Vancouver Ave., two inlets had to be moved into Vancouver Ave., from Columbia Blvd. They were then farther from the manhole and more pipe was required, causing the over run of 23 feet.

Concrete Catch Inlets

Two additional inlets were required as explained above under 8" Drain Pipe, causing the over run of two inlets.

Cable Guard Fence

On the right side, the fill for the bridge approach was not cut to width, more cable guard fence was required than was indicated by the profile. An over run of 90 feet was required.

3/4" Screenings

As explained in under run of 1 1/4" Rock Base and Shoulders, more of this item was used, causing an over run of 19 cu. yds.

1/2" Rock in Footpaths

Same explanation as for 3/4" screenings causing an over run of 12 cu. yds.

UNDER RUN. STA. 8 + 95.7 TO STA. 24 + 75.7

Cable Guard Fence

There are two approach roads on the left through this guard rail. In each case the user of these approaches requested a wider opening than was allowed for causing an under run on this section.

Filler and Filler Haul

The rock sub-base and crushed materials as furnished, contained sufficient fine material and no additional filler was required.

Tie Bars and Reinforcements

The plans first came out with two 20 foot strips of concrete pavement. Later a supplemental sheet called for a 44 foot roadway with four feet of Asphaltic Concrete center strip. At the north end of the bridge, this left a 20 by 20 foot section of concrete pavement which would not be tied to any other pavement, and under traffic would likely settle out of grade. Until such time as the east half is paved from the bridge to Union Avenue, it was decided that asphaltic concfete would be a better improvement, and this 20 foot reinforced panel left out. This caused the under run on this item.

OVER RUN, STA. 8 + 95.7 TO STA. 24 + 75.7

Excavation, Single Classification

To provide an easy riding connection at Union Ave., it was necessary to make a grade change, which increased the excavation. This caused the over run.

Gravel Borrow

More of the gravel borrow was required to fill in around the bridge end at the beginning of this section than was estimated, causing an over run of 25 cu. yds.

Rock Sub-base

This material was used to provide a usable surface on the approach roads, as well as for pavement base. The material used on these approaches caused the over run of 162 cu. yds.

A. B. Dean,
Resident Engineer

#1864

RECEIVED
JAN 21 1937
FOR FILING

250

January 21, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harold Blake on Contract No. 1864 for the construction of the Vancouver Avenue Extension in Multnomah County. This payment will be made on or after January 30, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 21 1937
FOR FILING
250

January 19th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Herewith, letter from Harold Blake giving the reasons for the second extension of time on Oregon Project NRS 250, Vancouver Avenue Extension.

In view of the circumstances set forth in Mr. Blake's letter, it is again recommended that the requested time extension be granted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-A-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1937
FOR FILING

250

RECEIVED
JAN 19 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Portland, Oregon
January 18, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of January 12th received, conerning the extension of time requested by Harold Blake on the Vancouver Avenue Paving Contract.

I talked with Mr. Blake about this extension, suggesting that he attempt to furnish more satisfactory explanations of the necesity for the extension and further suggesting that he talk with Mr. Tom Davis concerning the extension.

We have received a copy of Mr. Blake's letter of explanation to the State Highway Commission, dated January 13th. If his letter has not been received by the State Highway Commission at Salem, or if you desire further information from me, please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 5-A-1 1936 10-36

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 1 3 1937
FOR FILING
250

January 12th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7720 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

The attached letter has been received from W. H. Lynch pertaining to the request for extension of time on Oregon Project NRS 250 (1935), Vancouver Avenue Paving, Harold Blake, Contractor.

Will you kindly discuss this job with Mr. Blake, advising him that we have been unable to submit any satisfactory explanation to the Bureau for the extensive delays on this job, and inquire whether he wishes to make any further explanation.

Unless he is able to furnish a more satisfactory explanation, I presume the Bureau will insist upon the contract penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc bcc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SEC.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 2 1937
FOR FILING
250

December 30th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. W. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: F. R. Andrews, Sr. Highway Engineer.

Dear Sir:

Further reference is being made to Harold Blake's extension of time on his contract for Vancouver Avenue, F.A.P. No. NRS 250 (1936).

Your letter of September 23rd concurred in the extension of time from July 31st to September 30th, 1936. It is now necessary to request an additional extension of time to November 10th, 1936.

The contractor completed all paving work by September 19th, and had left to finish only the shoulder work, guard rail and clean up. The guard rail was completed during the week ending October 24th, with the second coat of paint, and the contractor's office notified by phone that work remaining to finish the job consisted of reshaping and rolling the shoulders and removing sand from the bridge deck. The contractor being out of town, this work was not completed until November 10th.

As traffic was not inconvenienced nor engineering costs increased because of this delay, we recommend that the extension be granted without penalty. May we have your concurrence in this extension of time to November 10th, 1936.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

NOTED

5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

RECEIVED
DEC 29 1936
FOR FILING
250

RECEIVED
DEC 29 1936
IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
Dec. 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Received a copy of your letter of December 23rd to Harold Blake, asking him to submit application for second extension of time on his contract, No. 1864, Vancouver Avenue. In your letter to him you state that, according to your records, the contract was not completed until November16th. This job, however, was completed on November 10th. Resident Engineer Dean's letter was dated November 16th, but all of our estimates and other records show they were completed November 10th.

The contractor completed all paving work by September 19th and had left to finish only shoulder work, guard rail, and clean-up. The guard rail was completed during the week ending October 24th, with second coat of paint. The contractor's office was notified by phone that work remaining to finish the job consisted of reshaping, and rolling, shoulders and removing sand from the bridge deck. The contractor was out of town and this final clean-up work was quite dilatory, so that it was not completed until November 9th.

Traffic was not inconvenienced by reason of the contractor's delay in finishing, nor was engineering expense materially increased, and I recommend that the extension be granted without engineering penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

x #1864

RECEIVED
DEC 30 1936
FOR FILING
250

December 28, 1936

Mr. Harold Blake,
400 E. Thompson St.,
Portland, Oregon.

Dear Sir:

You are advised that the time limit on your contract No. 1864, Vancouver Avenue Extension, expired on Sept, 30th, 1936. According to our records this contract was not completed until November 16, 1936.

In order to complete our records will you please make application for an extension of time to Nov, 16th and forward us the consent of your surety on the bond to accompany your application.

It will be necessary to extend the time limit before final payment can be made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

cc to R. A. Collier.

Mr. Collier:
Please advise of your recommendations.

H. B. Glaisyer.

Form 333—5M—5-36

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

250

For Week Ending Dec. 19th. 1936, 193

Section Columbia Boulevard - Union Avenue

Kind of work Grading and Paving

Highway Vancouver Avenue Extension

Section prefix 126 - 1022

Contractor Harold Blake

Contract number 1864

Date of contract May 5th. 1936, 193

Date of completion July 31st. 1936, 193

Date work started June 12th. 1936, 193

Estimated date of completion Nov. 10th. 1936, 193

Amount of contract $21,376.50

Per cent of time elapsed 214 %

Estimated cost of completed project, exclusive of engineering $21,376.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1200.00, %

Date project was completed Nov. 10th. 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete

The semi final estimate is complete. Mr. Blake will compare his quantities with the final on Monday or Tuesday and the estimate will then be forwarded.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

RECEIVED
DEC 21 1936

Signed A. B. Dean,

Address 425 SE 81st. Ave. Portland, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 5M 6-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

In Reply Please
Refer to File No.

X

NOV 24 1936
OREGON
STATE HIGHWAY

FOR FILE

250

Portland, Oregon
Nov. 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Inclosed herewith you will find Monthly Estimate No. 5, covering Vancouver Avenue Paving Project, Contract No. 1864, completed by Harold Blake on November 10, 1936. The Semi-Final Estimate will be sent in in about ten days and this present estimate does not amount to $500, but we thought Blake would be entitled at this time to part of the retained percentage. Will you please advise me our procedure with regard to payment of retained percentage near the completion of the job? If no payment is to be made on this Monthly Estimate, please place the Force Account bill in line for payment with the Semi-Final Estimate.

You will also find inclosed herewith Monthly Estimate No. 3 for the Davies-Banks Grading and Surfacing Project. This estimate was delayed by Resident Engineer Farrar because Contractor Leonard had not submitted his weekly payrolls etc. for the past two or three weeks.

Very truly yours,

F. A. COLLIER
DIVISION ENGINEER

FAC:DP
Encl. - 2
CC R. H. Baldock✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 124 DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FOR FILING

NOV 21 1936

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 250 (1935)
Vancouver Ave., Multnomah County,
Portland.

November 20, 1936

250

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield
By L. J. Caufield
Highway Engineer

Encls.

Oregon U. S. Public Works Highway
Project No. NRS 250 (1935).

A4p. 26018

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 17, 1935, by the Oregon State Highway Commission, and on July 22, 1935, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Highway Project No. NRS 250 (1935); and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for extensions to the project between survey stations 5+18.67 and 0+28, and between survey stations 8+95 and 24+75.7, thereby increasing its length from 0.071 of a mile to 0.463 of a mile, and to provide for the construction of a Portland cement concrete pavement between survey stations 0+28 and 5+18.67, and between survey stations 8+95 and 24+75.7, at an estimated cost of $19,938.59; and by reason thereof has requested that the estimate of cost approved and the Federal funds approved and set aside to the credit of said project be increased from $51,609.14 to $71,547.73;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read;

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of seventy-one thousand, five hundred forty-seven and 73/100 dollars ($71,547.73), as the share of the United States payable under said act on account of said project, which is the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:
>
> "Between survey station 0+28 on North Vancouver Avenue at Columbia Boulevard in the city of Portland, and survey station 24+75.7 on Vancouver Avenue at Pacific Highway, length 0.463 of a mile, in Multnomah County, being Oregon U. S. Public Works Highway Project No. NRS 250 (1935), consisting of 0.392 of a mile of roadway and one bridge of more than 20 feet clear span 0.071 of a mile in length."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of seventy-one thousand, five hundred forty-seven and 73/100 dollars ($71,547.73), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

The first paragraph of Article VI shall read:

> "Article VI. Maintenance of that portion of the project within the corporate limits of the city of Portland will be provided by the City of Portland, pursuant to its agreement of May 22, 1936 with the State Highway Commission. Maintenance

> of that portion of the project outside of the corporate limits of the city of Portland will by maintained by the Highway Department in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 246, Laws of 1931."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 15th day of September, 1936, and the Secretary of Agriculture on the 10th day of Nov, 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By T L Tou Ville
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By H S Fairbank
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works Highway
Project No. NRS 230 (1936).

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRS 250 (1935), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $71,547.73 in lieu of the $51,609.14 approved by Certificate of July 22, 1935, as the total estimated cost of said project, and the sum of $71,547.73 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 10th day of Nov. one thousand nine hundred and thirty-six

Secretary of Agriculture,

By W. J. Fahey
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4820

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

250

OREGON STATE HIGHWAY COMMISSION

OCT 1 0 1936
OREGON STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

Portland, Oregon
Oct. 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Attached hereto you will find two bills against the State presented by the Portland Bureau of Water Works for work performed on the Vancouver Avenue Paving Project, Contract No. 1844.

The bills are as follows:

1.	For moving fire hydrant at Vancouver Avenue and N. Columbia Boulevard	$91.42
2.	For moving of water meter belonging to Riverton Land Company	$110.57

Attached to each bill is a letter from A. B. Dean and a payroll showing time for labor. This work was done about the time I came down to this Division and I wish you would check circumstances with Mr. Eason and Mr. Devers. It is my opinion that the State should pay these bills.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:UP
Encl.
CC F. D. Eason
J. M. Devers
R. H. Baldock

September 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Vancouver Avenue Extension, Project No. NRS 250 (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION
SALEM

September 9, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

250

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Attention - Mr. Andrews

Dear Sir:

In reply to yours of September 8th, the extension of time requested by Mr. Blake on Federal Project WRS 250 (1935) Vancouver Ave. Extension, is from July 31st to September 30th, 1936.

We are very sorry that this was overlooked in our letter of August 27th.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

250

x

Sept. 8, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Smith's letter of August 27th requesting our concurrence in extension of time for completion of work on Oregon NRS 250 (1935), Vancouver Avenue Extension. Will you please advise as to how much an extension in time you desire to grant this contractor as this is not covered in your letter.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Hwy. Engineer

FORM 9-A-1 8M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

250

August 27th, 1936

Mr. W. E. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Contractor Harold Blake has requested an extension of time on Federal Project NRS-250 (1935) for the grading and paving of the Vancouver Avenue Extension, Contract No. 1864.

The contractor was delayed because of unfavorable weather conditions at the time the contract was awarded and later by a truck drivers strike and shortage of competent form setters and concrete finishers. There was also a slight delay caused in moving the shingle mill.

Since traffic was not inconvenienced, and there being no increase in engineering cost, it is recommended that the extension be granted without penalty. May we have your concurrence in this extension of time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low/R

cc to: R. H. Baldock

FORM 5-A-1 5M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
~~SALEM~~

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

X

950

AUG 27 1936
OREGON STATE HIGHWAY

Portland, Oregon
Aug. 26, 1936

~~Mr. R. H. Baldock~~
~~State Highway Engineer~~
~~Salem, Oregon~~

Attention: H. B. Glaisyer

NOTED
State Highway Engineer

Dear Sir:

Attached hereto you will find request of Harold Blake for extension of time from July 31st to Sept. 30th, 1936 on his Vancouver Avenue Extension, Grading and Paving, Contract No. 1864. Consent of his surety is also enclosed herewith.

This contract was awarded May 5th and the shingle mill was removed so that the contractor could start work May 16th. The contractor actually began work June 12th, 27 days later. However, on nine of these 27 days, there was rain, so that there was a wet period for grading. Grading was finished about July 4th. His base was completed about August 1st, and placing of concrete pavement was completed August 21st. There remains asphaltic concrete connections, shoulders, and guard rail to complete the project.

Traffic has not been inconvenienced by reason of the contractor's failure to complete on time, since there are ample detours available by other paved routes. Neither has there been any increased cost for engineering, for the reason that Resident Engineer Bean and party have been busy on other projects.

I recommend extension be granted without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

250

June 24, 1936

Joplin & Eldon
P. O. Box 5686
Kenton Station
Portland, Oregon

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of July 25, 1935 for an extension of time in which to complete your contract for the construction of a bridge over Columbia Slough on Vancouver Avenue, Portland. There follows an excerpt from the minutes of the State Highway Commission meeting held on August 14, 1935 covering this matter:

"Joplin & Eldon, Contract No. 1701, construction of a bridge over Columbia Slough on Vancouver Avenue, Portland, requested an extension of time of one month from July 31 to August 31, 1935, in which to complete this project, giving as their reason that high water in Columbia Slough interfered with the removal of their coffer dam and some falsework incidental to the job, and that the lumber and mill workers strike delayed the production and delivery of lumber required for composite handrail construction. The Engineer advised that the reasons given by the contractors for failure to complete this project within the time limit are substantially correct. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

250

May 28, 1936

Harold Blake
400 E. Thompson St.
Portland, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of Contract No. 1864, which was awarded to you on May 5, 1936, for 0.48 mile paving on the Vancouver Avenue Extension in Multnomah County.

This copy is being sent for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 7 1936
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 250

May 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence, in award of contract, as of this date, for Oregon project NRS 250 (1935), Vancouver Avenue Extension, Columbia Boulevard to Union Avenue, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

250

April 15, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 10, 1935, we are enclosing herewith five copies of revised project statement map for the Vancouver Avenue Extension, Project No. 250.

It is proposed to extend the project to include all of the section between Columbia Boulevard and Union Avenue.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

COLUMBIA SLOUGH BRIDGE
VANCOUVER AVENUE
MULTNOMAH COUNTY
PROJECT NO. NRS-[illegible]

T L A N D
PACIFIC
KILLINGSWORTH AVE.

250

April 10, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

NOTED
State Highway Engineer

Dear Sir:

Reference is made to P.S.& E. papers covering Oregon NRS 250 (1935), the Vancouver Avenue project, on which bids are to be received on April 17th.

We are in receipt of advice that the paving section shown is not satisfactory in that no parting strip is provided. The original project was a bridge with 44-ft. roadway, and the paving of the approaches where 40 ft. wide should also provide a 4-ft. center strip or parkway, and the 20-ft. pavement should be offset two feet in order to provide a similar 4-ft. center strip when the other half is paved.

On stage construction provision should be made to permit adequate parkways if four lanes or more will eventually be needed. In this connection, the 4-ft. parkway should be considered a minimum and, if possible, a 5-ft. or greater should be provided.

We would suggest that revised section sheets and specifications be submitted in line with the above at your early convenience.

As this is an extension of the original project, revised project statement sketch maps should be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 250

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 28 1936
OREGON
STATE HIGHWAY COMMISSION

March 27, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S. & E. documents for Oregon project NRS 250 (1935), the Vancouver Avenue project in Multnomah County, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

County maintenance agreement signed January 21, 1935 covers the Columbia Slough Bridge only and it will be necessary to have an agreement covering the road also.

It is noted that this project is given the letter designation "A". As apparently there will be no further sections on this route, no letter designation is necessary and we are deleting this letter from the P.S.& E. papers.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

Const Projects Primary

2

February 24, 1936

Mr. Walter G. Gleeson, M. E.
918 S. W. Yamhill Street
Portland, Oregon

Dear Mr. Gleeson:

Reply is made to your letter of the 15th of February, inquiring as to the status of the proposed improvement of Vancouver Avenue from the present end of construction to a connection with the Pacific Highway.

I am pleased to inform you that the paving of the approaches to the Vancouver Avenue bridge is on the Highway Commission's schedule for the-receiving of bids at its April meeting. Unless something unforeseen should develop, the Commission will receive bids for that work at that meeting, and construction should be well advanced——in fact, completed——by the middle of the summer.

Very truly yours,

Secretary

HBG: MML

Glasyer:-

Paving of approaches to the Vancouver Ave. Bridge is on schedule for April letting.

MINING

M. E.

RECEIVED
FEB 17 1936
OREGON

H. B. Glasyer, Secretary
State Highway Commission
322 State Office Building
Salem, Oregon

Dear Mr. Glasyer:

I have been interviewed two or three times by residents living on Vancouver Avenue, Portland, Oregon, to start a movement for the completion of the project from the end of Vancouver Avenue to the Pacific Highway.

I always like to learn what the status of anything is before starting any movement relative to it, and I have information from the County Commissioners of Multnomah County that the fill on this project, which was completed some two or three years ago was completed with the understanding that the State Highway Commission would do the paving, and that this project has been on the program submitted to the State Highway Commission by Multnomah Commissioners.

I would appreciate your advising me the status of it, and whether the completion of it is under consideration at this time.

The fill has indeed had sufficient time to settle and a bridge completed across the slough, to say the least, looks rather odd without any approaches to it.

Thanking you for this information, I am

Very truly

Walter G. Gleeson

WGG:ID

MINES MINING

WALTER G. GLEESON, M. E.
918 S. W. YAMHILL STREET
PORTLAND, OREGON

February 15, 1936

RECEIVED
FEB 17 1936
OREGON
STATE HIGHWAY COMMISSION

H. B. Glasyer, Secretary
State Highway Commission
322 State Office Building
Salem, Oregon

Dear Mr. Glasyer:

I have been interviewed two or three times by residents living on Vancouver Avenue, Portland, Oregon, to start a movement for the completion of the project from the end of Vancouver Avenue to the Pacific Highway.

I always like to learn what the status of anything is before starting any movement relative to it, and I have information from the County Commissioners of Multnomah County that the fill on this project, which was completed some two or three years ago was completed with the understanding that the State Highway Commission would do the paving, and that this project has been on the program submitted to the State Highway Commission by Multnomah Commissioners.

I would appreciate your advising me the status of it, and whether the completion of it is under consideration at this time.

The fill has indeed had sufficient time to settle and a bridge completed across the slough, to say the least, looks rather odd without any approaches to it.

Thanking you for this information, I am

Very truly

Walter G. Gleeson

WGG:ID

CONTRACT# [redacted] 1865

WPGM 38-D East Pendleton Overcrossing

1865

Folder # 2

RECEIVED
FEB 20 1939
FOR FILING
WPGM
38-D

February 17, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of January 21, 1939, concerning lack of competitive bids on the luminaires and pole adaptors used on the Pendleton Overcrossing Section, Project No. WPGM 38-D.

These items can be furnished by only three electrical supply companies whose quotations are identical. Accordingly, it is the usual practice of the State Purchasing Department, when informal inquiry or previous experience indicates no variation in the cost of items, regardless with whom the order is placed, to distribute such purchase orders between the companies in a manner that each will receive an approximate equal share of the State's business. This procedure is never followed, however, except when these conditions are definitely known to exist.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
JAN 23
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO
FILE No.

January 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon U.S.Works Program Grade Crossing project WPGM 38-D, the East Pendleton Overcrossing on the Old Oregon Trail.

The claim for $245.16 for luminaires and pole adapters, supported by a bill of the General Electric Supply Corporation, may be questioned because the material was purchased without competitive bids. Will you please explain why bids were not taken for the purchase, and advise what procedure was followed to insure economy.

Forms Emp. 32 for railroad and city work, mentioned in your letter of January 14, have not yet been received.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FORM 5-B-1 7-36

A-1 1M 1-36
COMMISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1938
OREGON
STATE HIGHWAY COMMISSION

31-3

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 11, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

Replying to your letter of March 10, having reference to the proposal opening Court Street across tracks of the O.W.R.&N.RR. in the city of Pendleton:

The present proposal, which I understand will not be protested by the railroad, calls for the opening of Court Street without making necessary the closure of Ora Street. Under such a setup it will not be necessary to do any oil surfacing or other improvements adjacent to Ora Street, which it was formerly considered at a cost of $1500.

No settlement has been made for right of way through the Vey property. Condemnation proceedings have been instituted, but the case has not come to trial. I placed a valuation of $500 on the property and the owners demanded $3000. It is difficult to estimate what a jury might award, but it may be possible the award would be in the neighborhood of $1500 to $2000.

As I understand the situation now, the railroad will not protest the opening of Court Street providing adequate warning signals are installed and I believe it is the intention of the city to ask the State Highway Commission to install such warning signals in lieu of the purchase of the Vey property, oiling of Ora Street and possible necessity of construction of pedestrian grade separation at Court Street. This plan has not been definitely adopted by the city council, but in discussing the matter, it is my opinion that they will ask the State to install such traffic signals if the Public Utilities Commissioner opens the street.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock
~~H. G. Smith~~
~~S. H. Probert~~

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

38-D

March 10, 1938

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

The following appears in the Commission minutes of July 29, 1937:

"The Commission had under discussion a plan for the disposal of the East Court Street matter in Pendleton, which street was ordered closed by the Public Utilities Commissioner by order No. 3304, dated April 9, 1936, upon completion of the construction of an overhead viaduct over the main line tracks of the O.W.R. & N. Railroad Company at this place. The plan provides for the leaving of East Court Street open for traffic and for the closing of Aura Street which now crosses seven tracks of the railroad company near its depot in Pendleton. It appears that this plan originated with Mayor Lieuallen, Pendleton, and has been approved by the city council and likewise meets with the approval of the Union Pacific System officials. The Engineer advised that, if this plan is adopted, it will be necessary to construct an oil surfact on four blocks of city streets adjacent to Aura Street which he estimated would cost about $1,500, but it would eliminate the necessity for constructing a pedestrian grade separation on East Court Street and would make unnecessary the acquisition of right of way for the proposed connecting street through the Vey property between Benefit Street and Turk Street which involves condemnation. He gave as his thought that the plan is a satisfactory solution of the East Court Street problem and recommended adoption of the same. After considerable discussion the Commission approved the recommendation by unanimous vote upon motion of Commissioner Aldrich which was duly seconded by Commissioner Tou Velle. The Engineer was authorized and instructed to proceed with the carrying out of the provisions thereof at once."

Can you advise whether any street improvement adjacent to Aura Street has been done or whether any plans have been made to do this work? Also what is the status of the right of way through the Vey property, and the estimate of cost of this right of way, and the connecting street? This is not a direction to do any of this work, I am only asking information.

Very truly yours,
R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

NOTED
State Highway Engineer

GSP DB
cc R. H. Baldock ✓
S. H. Probert

RECEIVED
JAN 19 1938
FOR FILING

September 15, 1937

54

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

The State Highway Commission at its meeting on September 14 authorized the payment of the claim of Northwest Cities Gas Company for revising its pipe line facilities in Pendleton to accommodate the East Pendleton Grade Separation project.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Baldock

Mr. Baldock: This is also to remind you that you wanted a circular letter prepared by someone instructing resident engineers hereafter to secure authority from the Salem office before incurring any obligations that would require an expenditure of funds.

H.B.G.

FORM 2-B-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. DOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

(5a)

September 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In connection with the construction of the Pendleton Overcrossing it became necessary to revise certain facilities of the Northwest Cities Gas Company within the limits of this project. The specifications for this project contained a provision informing the contractor that the City of Pendleton would adjust the water and gas mains. This specification is in our contract with the contractor and is not a part of any agreement with the city or with the gas company. Since the gas company's franchise is with the city it was our thought that the city should handle the matter with the gas company. The city adjusted their water mains and directed the gas company to care for its own facilities.

The cost to the gas company according to their invoices was $287.55 plus an additional charge of overtime for their monthly employees of $27.72 or a total cost of $315.27. Through a misinterpretation of the specifications the gas company were verbally advised that they would be reimbursed for their costs.

The facilities in question were located within the public streets of Pendleton. The gas company was at that time, and I think still is, operating without franchise. The previous franchise which expired several years ago contained no provision obligating the city to bear the costs of revisions made necessary by improvement of public streets. If we follow the precedent established by our dealings with other utilities we would not reimburse this company.

I understand that this matter is to be presented to the Commission at their next meeting and this summary is submitted for your information.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP DK

M

[illegible] LL, CHAIRMAN, PORTLAND
[illegible] RICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

September 3, 1937

Northwest Cities Gas Company

Pendleton, Oregon

Gentlemen:

The matter of the reimbursement of your company for expenses incurred in rearranging facilities due to the construction of the Pendleton Overcrossing project will be referred to the Highway Commission for consideration at the meeting of September 14th. You will be advised of such action as they may take in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc H. B. Glaisyer
E. B. Aldrich
G. S. Paxson

#1865

RECEIVED
OCT 25 1937
FOR FILING
38-9

October 21, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

On August 4th we advised you that it was the intention of the State Highway Commission to make final payment to the Colonial Construction Company in connection with Contract No. 1865, for the construction of an overcrossing over the Union Pacific Company tracks on the Old Oregon Trail in Pendleton.

At that time we advised that the total amount to be paid the contractors would be $176,827.95, including the final payment. Since that time an adjustment has been made and the total amount which will be paid the contractors on this contract will be $177,065.55.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 15, 1937

RECEIVED
OCT 16 1937
FOR FILING
38-9

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

Replying to yours of October 11 in which you request reasons for use of greater radius curbs than specified on the East Pendleton Overhead Crossing project:

Please be advised that the curbs specified in the preliminary plans were five foot radius and the city of Pendleton objected to such curbs for the reason that all of the curbs in the city are fourteen foot curbs. It appeared that the new construction should conform with standards of the city, so the curb radii were increased to 14 feet.

Very truly yours

WCW

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
H. G. Smith

[illegible]

COMMISSIONERS
[illegible], CHAIRMAN, PORTLAND
[illegible], PENDLETON
[illegible]

[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 11 1937
FOR FILING
38-8

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
[illegible] 1937
[illegible]
STATE HIGHWAY COMMISSION

September 28th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Under separate cover, we are forwarding you hard copy map and blue print upon which has been indicated in color the property which is to be deeded by the State to the E.O.L. & P. Co. Also the small triangular parcel which is to be deeded by the E.O.L & P. Co. to the State.

Please prepare the necessary descriptions and forward to us for checking at your earliest convenience.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
E. H. Hackett
H

cc to: R. H. Baldock
J. H. Devers

NOTE
O. E. McC

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
OCT 9 1937
FOR FILING
38-8

September 24, 1937

NOTED
State Highway Engineer

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 27 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. C. S. Paxson, Bridge Engineer

Dear Sir:

I am submitting herewith price agreement covering the added cost of constructing radial curbs on the Pendleton overcrossing project. The price agreement calls for an added cost of 45¢ per lineal foot for 528 lineal feet of radial curbs, a total of $237.60.

Attached to the price agreement is a copy of the letter from Resident Engineer Swift giving details of the cost.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc R. H. Baldock
~~W. C~~ Smith

FORM 7-36

RECEIVED
SEP 21 1937
FOR FILING

38-D

September 19, 1937

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Co.,
Portland, Oregon.

Dear Sir:

In response to your inquiry of September 16th you are advised that the Colonial Construction Company Contract No. 1865, Pendleton Overcrossing, on the Old Oregon Trail in Umatilla County, was completed on July 14, 1937. This contract was accepted by the Highway Commission August [illegible], 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP [illegible] 1937
FOR FILING

38-D

September 19, 1937

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Co.,
Portland, Oregon.

Dear Sir:

In response to your inquiry of September 16th you are advised that the Colonial Construction Company Contract No. 1865, Pendleton Overcrossing, on the Old Oregon Trail in Umatilla County, was completed on July 14, 1937. This contract was accepted by the Highway Commission August [illegible], 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1865

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

September 16,1937

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

Re contract between the State and Colonial Construction Company dated May 18,1936, for the construction of East Pendleton Grade Separation near Court Street:

Will you please advise what date the contract was completed and date accepted by the State. This information required in connection with release of bond in favor of the railroads.

Yours truly,

S MURRAY

REFERRED TO
Regional engineer
BY SECRETARY

SHIP AND TRAVEL BY RAIL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

SEP 2 1937
38-2

September 15, 1937

IN REPLY PLEASE REFER TO FILE NO.
5d

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

The State Highway Commission at its meeting on September 14 authorized the payment of the claim of Northwest Cities Gas Company for revising its pipe line facilities in Pendleton to accommodate the East Pendleton Grade Separation project.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Baldock

Mr. Baldock: This is also to remind you that you wanted a circular letter prepared by someone instructing resident engineers hereafter to secure authority from the Salem office before incurring any obligations that would require an expenditure of funds.

H.B.G.

HBGlaisyer

NOTED
State Highway Engineer

RECEIVED
SEP 4 1937
~~FOR FILING~~
38-8

September 3, 1937

Northwest Cities Gas Company
Pendleton, Oregon

Gentlemen:

The matter of the reimbursement of your company for expenses incurred in rearranging facilities due to the construction of the Pendleton Overcrossing project will be referred to the Highway Commission for consideration at the meeting of September 10th. You will be advised of such action as they may take in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc H. B. Glaisyer
E. B. Aldrich
G. S. Paxson

RECEIVED
SEP 7 1937

300 00

Gas Co

Moant money

6 wks ago
old bill

Letter to NW Gas Co by Paxton 9/3
" " [illegible]

#689

#1895

RECEIVED
AUG 20 1937
FOR FILING
138-D
1865

August 20, 1937

Mr. Orum O. Felthouse,
Hermiston, Oregon.

Dear Sir:

We thank you for your letter of August 14th advising that you had received a check in amount of $107.75 from the Colonial Construction Company as full settlement of your claim for material furnished, in connection with their contract No. 1895, Pendleton Overcrossing in Umatilla County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

August 20, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that we have received a letter from Oren O. Feldhouse, Hermiston, in which he states that he has received a check in amount of $107.75, from the Colonial Construction Company as full settlement of his claim for material furnished in connection with their contract No. 1865, Pendleton Overcrossing in Umatilla County.

This information is being furnished you as you appear as surety on the bond furnished in connection with the above contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary,

Dict. by J. McFarland.

cc to Colonial Construction Co.,
326 W. First St., Spokane, Wash.

#1965

Hermiston, Oregon
August 14, 1937

State Highway Commission,
Salem, Oregon

Gentlemen:

The undersigned received this day check for $107.75 from Colonial Construction Co., and the undersigned hereby releases all claims against the said Colonial Construction Co. on account of sand sold to Harvey Meyers on their Pendleton Overhead Crossing, State Contract #1~~9~~865.

Yours truly

Orve O Pelthouse

#1865

RECEIVED
AUG 20 1937
FOR FILING
38-9

August 20, 1937

General Petroleum Corporation,
815 S. W. Alder Street,
Portland, Oregon.

Attention: Mr. Chas. A. Cronn.

Gentlemen:

In response to your inquiry of August 18th you are advised that according to our records Leonard Batmer is employed by our District Maintenance Superintendent Mr. C. C. Seeley, Astoria, Oregon. Mail addressed to him in care of Mr. Seeley should reach him.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

OREGON SALES DIVISION

August 18, 1937

RE[illegible]VED
[illegible] 1937
STATE [illegible] COMMISSION

Oregon State Highway Commission
Salem, Oregon

Leonard Batzner

Gentlemen:

We are desirous of communicating with the above mentioned individual, and information which we have indicates that he was in the employ of your Department during the early part of this year. If you can give us Mr. Batzner's mailing address, it will be greatly appreciated.

Yours very truly,

CHAS. A. CRONN
Division Credit Manager

By HR Chesney

HRC:P
Att.

c/o C. C. Zeeley
Astoria, Ore

FORM 3031

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 17 1937
FOR FILING
38-9

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 16, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

Mr. Chet Ludberg of the Colonial Construction Company called at this office on Saturday, August 14, advising that they believe they are entitled to payment as structural excavation for excavation required in connection with curb construction on Turner Street on the East Pendleton Grade Separation Project.

There was considerable question in the minds of Resident Engineer Swift and myself as to the elimination of this item as structural excavation during the checking of the semi-final estimate. Further study of special provisions, however, indicated that the material, according to the special provisions, should be classed as "excavation, single classification," but it is somewhat doubtful as to whether the special provisions so intended to classify the material.

Mr. Ludberg has advised me that he will call at the Salem office to discuss with you this item.

He also advises that the increasing of radius of curbs on Turner Street from 5 ft. radius to 15 ft. radius resulted in an increased cost of approximately $9 per curb, of which there were a total of 25. He basis this increased cost on the fact that approximately one carpenter day was required for each curb over the requirements had 5 ft. radius been used.

I am referring these matters to you for any such action as you may deem fit to take on the same and I am not making any recommendations as to the work as Mr. C. A. Jordan handled the

NOTED
State Highway Engineer

RECEIVED
AUG 24 1937

RECEIVED
AUG 16 1937
COMMISSION

ON THE TRANSCONTINENTAL AIR LINE

HOME OF THE ROUND-UP

PENDLETON OREGON

CITY OF PENDLETON

CITY OFFICIALS
C. A. MOLL - - - - - - Mayor
CHARLES E. BURNETT - - Recorder
GEORGE R. LEWIS - - City Attorney
H. W. DICKSON - - - - Treasurer
DR. I. U. TEMPLE, City Health Officer
C. E. LEMONS - - - Chief of Police
WM. BATCHELOR - - - - Fire Chief
ALFA A. PETERS, Street Commissioner
PETER BELLOMO - - - - - Sexton

COUNCILMEN
J. DE WILDE
GEORGE FERGUSON
GARLEN GRAY
PAUL KAIP
J. A. MONESE
E. C. OLSEN
JOE STOVER
J. K. THOMPSON

OFFICE OF
City Attorney

NOTED
G. B. Pearson

38-D

August 13th 1937

REFERRED TO
H C Smith
By State Highway Engineer
Read & refer to Pearson

Mr. T. O. Russell,
Chief Engineer Public Utilities Commissioner,
Salem, Oregon

Dear Mr. Russell: Re: East Court St. Crossing

I duly received your letter sometime ago in reference to the attitute of the Public Utilities Commissioner and the procedure to be followed in this matter for which I wish to thank you kindly. I have also received a carbon copy of a letter from the Superintendent of the Union Pacific Railroad Company, Mr. F. N. Finch, in reply to your letter to me setting forth the attitute of the railroad Company. We deeply appreciate the co-operation of the railroad company and the fine attitute of the Public Utilities Commissioner in the matter. I take it that it will be neither proper nor enlightening to go into the past history of this matter, but suffice is to say that those now insisting the strongest for the re-opening of Court street are those who went along with the Highway Commission, the Union Pacific Railroad Company and the City Council of the City of Pendleton.

It is the view and position of these people and the present City Council of the City of Pendleton that no funds has been wasted or misspent in the construction of the viaduct at Pendleton in event court street crossing is re-opened since it is our contention that 95% of the traffic-- all through traffic-- will pass over the viaduct lessening to that extent the hazards of the East Court Street crossing. The elimination of the Aura Street crossing will, to our mind, eliminate more danger to vehicular and pedistrian traffic than was done by the construction of the viaduct and the elimination of the East Court Street crossing. That fact coupled with the fact that said viaduct will divert 95% to 98% of the traffic foremerly passing over the East Court grade crossing makes this arrangement contemplated a very practical and good one.

NOTED
State Highway Engineer

ON THE TRANSCONTINENTAL AIR LINE

HOME OF THE ROUND-UP
PENDLETON OREGON

CITY OFFICIALS
C. A. MOLL - - - - - - Mayor
CHARLES E. BURNETT - - Recorder
GEORGE R. LEWIS - - City Attorney
H. W. DICKSON - - - - Treasurer
DR. I. U. TEMPLE, City Health Officer
C. E. LEMONS - - - Chief of Police
WM. BATCHELOR - - - - Fire Chief
ALFA A. PETERS, Street Commissioner
PETER BELLOMO - - - - - Sexton

COUNCILMEN
J. DE WILDE
GEORGE FERGUSON
GARLEN GRAY
PAUL KAIP
J. A. MONESE
E. C. OLSEN
JOE STOVER
J. K. THOMPSON

CITY OF PENDLETON

OFFICE OF
City Attorney

The elimination of the Aura Street crossing will enable the Union Pacific Railroad Company to straighten a curve in its tracks, construct loading platforms at proper places and to avoid the blocking of city streets to traffic. There are six tracks across the Aura Street crossing and the elimination of this crossing will expedite the handing of trains by the company in Pendleton.

It is our understanding that the Highway Commission is very favorable to this present move, at least some of the members are. The Highway engineers have checked the matter and have reported to the City Council that the proposal is a most feasable one. I believe you will find the proposed arrangement to be highly satisfactory to every one-- and no one is losing sight of the element of safety in the matter.

We shall be very happy to follow the suggestions contained in your letter to me. In fact, the City Council is now proceeding along these lines, the Council having initiated the proposition to close the Aura Street crossing. There appears to be little or no opposition to this since the great mass of people are so anxious to have the East Court Street crossing re-opened. The hearing before the City Council on the matter of closing Aura Street has been duly set for the 27th instant. We anticipate no serious objection. We have heard of none so far.

Thanking you, I am,

Yours very truly,
George R. Lewis
City Attorney

GRL/ml

cc to
P. N. Finch, Gen. Mgr, U. P.
STATE HIGHWAY COMM.

Standard
Form 2104

RECEIVED
AUG 14 1937
FOR FILING
3R-8

BUREAU OF PUBLIC ROADS

RECEIVED
[illegible] 1937
STATE [illegible] COMMISSION

UNION PACIFIC RAILROAD COMPANY

F. N. FINCH,
GENERAL MANAGER,
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON

August 10, 1937
C 9031 39 5

Mr. T. O. Russell, Chief Engr.,
Public Utilities Commission,
Salem, Oregon.

Dear Sir:-

Your letter August 3rd to Mr. Lewis. I regret very much that you feel the Union Pacific has 'run out' on the Highway Commission or the Public Utilities Commissioner, in the matter of Court Street Crossing.

There has been constant pressure on us to recede from our position, which we have consistently declined to do. On July 20th, I talked with the Mayor, Mr. Lewis and some other representatives, and they were again insistent on re-opening Court Street as a grade crossing.

Finally I stated to them that if they could permanently, and under proper authority granted by action of the City Council and by the Honorable Public Utilities Commissioner, close Aura Street, that we would be agreeable to opening up Court Street as a City Street; that, of course, also subject to proper action by the City and by hearing before the Public Utilities Commissioner.

We, of course, are in this position, that we will insist that Aura Street be permanently closed by proper action and hearing, before we will consent to the opening of Court Street, but Aura Street, having been properly and permanently closed, we would then withdraw our objections to the opening of East Court Street as a City Street, with the understanding of course that appropriate action would be taken by the City to re-create this crossing, and further subject to an order from the Public Utilities Commissioner. We assume that hearing will be held by the Honorable Commissioner of Public Utilities.

Yours truly,

ORIGINAL SIGNED
F. N. FINCH

cc-
Honorable N. G. Wallace, Commissioner
Public Utilities Commission
Salem, Oregon.

Mr. R. H. Baldock
Mr. G. R. Lewis
Mr. A. C. Spencer

NOTED

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE REFER TO FILE No. 38-D

August 9, 1937

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMH 38-D, East Pendleton Overcrossing, Old Oregon Trail, Umatilla County, was made by a representative of this office on July 13, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

RECEIVED
1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 38-D

August 9, 1937

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGM 38-D, East Pendleton Overcrossing, Old Oregon Trail, Umatilla County, was made by a representative of this office on July 13, 1937.

Three copies of the agreement with the railroad companies in connection with this project should be provided us prior to or with the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

#1865

RECEIVED
AUG 5 1937
FOR FILING
38-8

August 4, 1937

Maryland Casualty Company,
Hansen & Roland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1865 for the construction of an overcrossing over the Union Pacific Company tracks in Pendleton on the Old Oregon Trail in Umatilla County, has been completed by the contractors, Colonial Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 14, 1937.

The State has been advised of a claim by Oron O. Felthouse in the sum of $396.49, against Harvey Meyers, sub contractor, for material furnished. You are advised that the State assumes no responsibility for this claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $176,827.95, including the final payment. Of this amount $3,322.75 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

#1195

RECEIVED
AUG 2 1937

FOR FILING
38-8

July 30, 1937

Mr. H. G. Smith
Construction Engineer
O F F I C E

Dear Sir:

NOTED
State Highway Engineer

The State Highway Commission on July 29 approved the opening of Court Street and the closing of Anna Street in Pendleton across the railroad tracks, in accordance with the plan outlines to you by Mr. Williams in his letter of July 23.

I am returning Mr. Williams' letter to you herewith.

Very truly yours,

Secretary

HBG:MBL

cc - R H Baldock

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS
TACOMA, WASHINGTON

General Agents

#1865

RECEIVED
JUL 31 1937
R FILING

38-8

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. G. ROWLAND, SECY.

July 28, 1937.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 46066 - COLONIAL CONSTRUCTION CO. to STATE OF OREGON - Overcrossing over tracks of O. W. R. & N. Co. in Pendleton, Oregon. Your contract No. 1865 - Job Prefix 30 - 1002.

Gentlemen:

We enclose herewith request of the Colonial Construction Co. for an extension of time for completion of the above-captioned contract to July 15, 1937.

We also enclose consent of the Maryland Casualty Company to the granting of an extension of time for completion to July 15, 1937.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By
Surety Bond Department.

FT
Encs.

Copy to: Colonial Construction Co.
Spokane, Washington.

RECEIVED
JUL 30 1937
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1865

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 2 3 1937
FOR FILING
38-D

July 26, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information Colonial Construction Company completed the work on the East Pendleton Overcrossing Contract No. 1865 on July 14, 1937. OK

Will you please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

CAG DK

APPROVED BY HIGHWAY COMMISSION
DATE August 12, 1937
H B Glaisyer

#1865

RECEIVED
JUL 23 1937
FOR FILING
38-D

July 21, 1937

Mr. Oren G. Felthouse
Hermiston
Oregon

Dear Sir:

This acknowledges receipt of your letter of July 18, notifying us of your claim, in the sum of $596.49, against Colonial Construction Company for sand furnished them through Harvey Mayer of Pendleton, in connection with the construction of the Pendleton viaduct, being State Highway Commission Contract No. 1965.

In addition to the notices which you have sent to us and the surety and the contractor, you are advised that you should file notice of claim with the Secretary of State in compliance with the provisions of Chapter 280, Oregon Laws of 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

encl.

ORIGINAL

ORON O. [illegible]LTHOUSE
HERMISTON, OREGON

Concrete and Plaster Sand
Phone 901
Meadowbrook Ice

CUSTOMER'S ORDER NO. & DATE
REQUISITION NO.
CONTRACT NO.

REFER TO INVOICE NO.
INVOICE DATE
VENDOR'S NOS.

SOLD TO Harvey Meyers
Pendleton Ore
SHIPPED TO AND DESTINATION State Highway Commission Contract No 1965
DATE SHIPPED
FROM
PREPAID OR COLLECT?
CAR INITIALS AND NO.
F. O. B.
HOW SHIPPED AND ROUTE
TERMS

FOR CUSTOMER'S USE ONLY

Register No.	Voucher No.
F. O. B. Checked	
Terms Approved	Price Approved
Calculations Checked	
Transportation	
Freight Bill No.	Amount
Material Received 19	
Date Signature Title	
Satisfactory and Approved	
Adjustments	
Accounting Distribution	
Audited	Final Approval

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
	Balance on ($469.00 note) 219.00 plus 9.49 interest		228.49
	Sand purchased since note was given		168.00
224 cu. yds		@ .75	
		amount due.	$396.49

This sand was sold to Harvey Meyers who in turn sold it to Colonial Construction Co who are the contractors on viaduct in Pendleton. The amount above is due me for sand furnished and I am filing this claim with, State Highway Commission, Colonial Construction and Hansen-Howland agents for the bonding company.

Oron O. Felthouse
Hermiston, Oregon

Sand -- School Bus Body Building -- Gravel

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

7-16-'37

Oregon State Highway Commission
Salem, Ore.

Dear Sir:-

I am enclosing a statement of sand furnished to Harvey Meyer of Pendleton who in turn furnished this sand to Colonial Cons't Co. for the viaduct in Pendleton. Your Contract No 1965. I wish to make claim for $\$396^{49}$ due me. I am mailing a statement to you, the contractors and Hansen & Rowland agent for the bonding company whose place of business in Tacoma Wn.

Yours truly,
Oron O Felthouse

FORM 9-9-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

FOR FILING
38-8

July 8, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am enclosing herewith an order for state force work in the amount of $5.25 on the East Pendleton Overcrossing. This order covers the installation of light fixtures on the overhead crossing and it is contemplated that the work will be done by Frank L. Schneider, electrical contractor of Pendleton, who is submitting the quotation of $5.25.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA enc.
cc R. H. Baldock
H. G. Smith

NOTED

Standard
Form 2104

RECEIVED
JUL 13 1937
FOR FILING

UNION PACIFIC RAILROAD COMPANY

F. N. FINCH,
GENERAL MANAGER,
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON

38-9

RECEIVED
JUL 1937

RECEIVED
JUL 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
G.S. Paxson

July 7th, 1937

C 9031 32 3

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I beg to acknowledge and thank you for your letter of July 3rd, with reference to the overcrossing at Pendleton.

This is just as I expected, but felt that I should get a statement from you before discussing further, with this small clique at Pendleton, their request that Court Street be opened.

Yours truly,
F. N. Finch

RECEIVED
JUL 6 1937
FOR FILING
38-9

July 3, 1937

Mr. F. W. Finch
General Manager
Union Pacific Railroad Company
808 Pittock Block
Portland, Oregon

Dear Sir:

This is in reply to your letter of June 29th concerning the overcrossing structure recently constructed at Pendleton. We have received considerable complaint from local residents concerning this project since it was opened to traffic. We have not observed any overcrowding of the viaduct either by vehicular or pedestrian traffic and are inclined to believe that the complaints originate in the natural inconvenience caused to a few parties due to the closing of the old crossing and the diversion of traffic from the old long established routing.

There is always the possibility that a pedestrian on a sidewalk might be struck by the overhanging part of a vehicle and the narrower the sidewalk the greater is this possibility, however, we have built and are now operating many sidewalks of the same width as the sidewalk on the Pendleton Viaduct and have no record of any such accident occurring. We believe that the probability of such an accident occurring in this case is rather remote. We have had no report of any such injury to a pedestrian as is mentioned in Mr. Louis' letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc G. S. Paxson

REFERRED TO
Mr. Payson
By State Highway Engineer

Please prepare a
reply for me.

Standard
Form 2104
6-36-5,000

CIFIC RAILROAD COMPANY

828 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
JUN 30 1937
OREGON
STATE HIGHWAY COMMISSION

June 29, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I am enclosing herewith copy of letter from George R. Lewis, City Attorney, Pendleton.

Before answering, I would like to have from you some comment as to the overhead crossing at Pendleton being unsatisfactory and that it is dangerous, particularly for pedestrians.

Yours truly,

J. A. Finch

Standard
Form 2104

UNION PACIFIC RAILROAD COMPANY

F. N. FINCH,
GENERAL MANAGER,
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
[illegible] 30 1937
OREGON
STATE HIGHWAY COMMISSION

June 29, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I am enclosing herewith copy of letter from George R. Lewis, City Attorney, Pendleton.

Before answering, I would like to have from you some comment as to the overhead crossing at Pendleton being unsatisfactory and that it is dangerous, particularly for pedestrians.

Yours truly,

F. N. Finch

CITY OF PENDLETON

June 26, 1937.

RECEIVED
JUL 1 1937
OREGON STATE HIGHWAY COMMISSION

Union Pacific Railroad Co.,
Pittock Block,
Portland, Oregon.

Attention: F. N. Finch, Gen. Manager.

Gentlemen:

Seven physicians and surgeons practicing medicine in Pendleton, together with the manager of the Pendleton Woolen Mills, the St. Joseph's Academy and St. Anthony's Hospital, have requested the City of Pendleton to take up the matter of the re-opening to vehicular and pedestrian traffic of Court Street as the same crosses the Union Pacific tracks in the east end of Pendleton. It appears that the over-head crossing constructed by the highway department of the State of Oregon is highly unsatisfactory to these people in that they claim it is dangerous, particularly for pedestrians. It appears that the walk-way on the viaduct was constructed entirely too narrow. It is our understanding that one man has been struck already by a passing truck while crossing on this walk-way. The City Council appreciates the position both of these people and the railroad company, and has requested me to write for an expression on this matter.

All of the doctors and the hospital authorities are anxious to have the crossing on Court Street re-established as it was prior to the building of the viaduct, but the school authorities will be satisfied with the opening of a pedestrian walk in the same place that the sidewalk was before the closing of the crossing. If it would assist in any way of solving this matter, it might be that the City would agree to build a barricade across Court Street at the eastern boundary of the City Limits to prohibit any outside travel from crossing your tracks on Court Street. This would then allow only a small amount of local traffic to use the re-opened crossing. There is considerable hard feelings and disappointments over this matter. Most of these people who now complain and are the loudest in criticism are the people who were persuaded that the viaduct would adequately serve their needs. We do not know what can be done about the matter, but trust that you will in every way possible co-operate with the City of Pendleton. Thanking you for an immediate answer, I am

Yours very truly,

George R. Lewis
City Attorney

COPY...

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 6 1937
FOR FILING
38-E

July 2, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

NOTED
State Highway Engineer

I am submitting herewith order for extra work number 15 on the Pendleton Overcrossing project. This order covers the moving of water mains and is being submitted as a force order as per instructions in your letter addressed to G. A. Jordan, Resident Bridge Engineer, under date of June 23.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

#1865

RECEIVED
JUN 30 1937
FOR FILING
38-8

June 29, 1937

Maryland Casualty Company,
Hansen & Rowland, Ins. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Colonial Construction Company on Contract No. 1865 for the construction of an overcrossing over the O. W. R. R. & N. Company tracks in Pendleton on the Old Oregon Trail in Umatilla County. This payment will be made on or after July 9, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM [illegible] 7-36

FORM [illegible] 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 15 1937
FOR FILING
38-8

June 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With exception of the construction of the stairway approach to the East Pendleton Overhead, all work has been satisfactorily completed by the contractor. As this stairway approach is being constructed under a price agreement, it was deemed advisable to forward the semi-final estimate on the project with the recommendation that payment in full be made with the exception that an amount equal to the price agreement No. 4 be held back pending completion of work under this price agreement. This is in conformance with recommendation of M. Stephenson and is concurred in by this office.

The semi-final estimate is being submitted herewith, accompanied by the following records:

- Price agreement No. 3 covering cement adjustment
- Extra work order No. 14
- Payrolls and invoices on 8 extra work orders
- Record of extra work bills
- Letter of explanation of over- and underruns on bridge items by C. A. Jordan
- Letter of over- and underrun explanations on grade and surface items by Res. Engr. Dean Swift

You will note that the amount of the contract items shows an underrun, after including cost of stairway now being built, of approximately $7,500. The main reason for this underrun is the elimination of the pedestrian subway which was originally contemplated for construction across the railroad tracks on Court St.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA enc
cc R. H. Baldock
O. S. Paxson

cc McCallister

FORM 8-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUN 9 1937
FOR FILING
38-9

June 7, 1937

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I hand you herewith price agreement as executed by the Colonial Construction Company covering the construction of steps to the Pendleton Overhead crossing.

You will note these prices are somewhat high, but this is owing to the fact that the company has to retain equipment and extra supervising of employes for a small amount of work increases their cost to a considerable extent.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

FORM B-M-1 1M 7-35

FORM B-E-1 4M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUN 7 1937
FOR FILING
38-2

NOTED
State Highway Engineer

June 4, 1937

U. S. Bureau of Public Roads
Box [illegible]
Portland, Oregon

Pendleton Overcrossing
WPGM 38-D, WPMH 39-D

Gentlemen:

I am sending you under separate cover five prints of our Drawing #6894 showing layout and details of the stairway which we propose to place on the north side of the retaining wall at the east end of the Pendleton Overcrossing. This matter was discussed with Mr. Davis of your organization by telephone several days ago. The original project contemplated the construction of a pedestrian underpass under the Union Pacific tracks on Court Street. On account of the excessive cost of this underpass and the unsatisfactory grade line necessary to build the underpass it was eliminated from the contract and no provisions made for caring for pedestrian traffic originating on or near that section of Court Street paralleling the structure. This stairway is to provide access to the bridge sidewalk for this pedestrian traffic and in a sense takes the place of the pedestrian subway originally planned. Prints of this plan have been forwarded to the Division Engineer with instructions to negotiate a Price Agreement with the contractor for the inclusion of the work in the contract. Since practically all other work on the contract is now complete the construction of this stairway will necessitate an extension of time. Copies of the Price Agreement and application for extension of time to cover the work will be forwarded to you as soon as negotiations are complete.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
W. C. Williams
H. G. Smith
M. Stephenson

FORM S-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUN 3 1937
FOR FILING
38-2

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION
REFER TO FILE NO.

June 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am enclosing herewith force account orders 12 and 13 on the Pendleton Overcrossing project.

Order number 12 covers the construction of concrete steps to replace a sidewalk that was covered by the highway embankment.

Order number 13 covers moving of a concrete wall in order to permit construction of the connecting roadway between Turk and Benefit streets, said roadway being required to permit an outlet eastward from Benefit Street.

There is also enclosed an executed claim voucher to cover payment to the Colonial Construction Company for extra work they have already performed.

Very truly yours

WCWillia

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

FORM 5-M-1 1M 12-36

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 27, 1937

RECEIVED
JUN 2 1937
FOR FILING
38-9

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith an order for state force work in the amount of $235, which order is to cover the construction of a roadway between Turk and Benefit streets on the East Pendleton Grade Separation Project. The contractor has no equipment remaining on the job with which to perform this work and it is, therefore, necessary that it be constructed with state forces.

In addition to the cost of the street as indicated by this order, there will be an additional cost of approximately $300 for the moving of concrete wall and steel fence. This work will be performed by the contractor as extra work, as he has sufficient equipment for the performance of this portion of the work.

Mr. Aldrich is very desirous of having this street connection made immediately, so your early approval of state force work order will be appreciated.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 5-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

May 27, 1937

RECEIVED
JUN 2 1937
FOR FILING
38-D

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am submitting herewith force account, payroll and invoices as submitted by the Colonial Construction Co. for work performed in the lowering of water pipe on the East Pendleton Grade Separation project.

The most of this work was originally covered under the contract item number 20, but the City Water Commission at Pendleton requested that they be allowed to lower their own water pipes and this was permitted. Under this method the total cost of the work as performed under item 20 is $308.42 as compared with the contractor's bid item of $350.

In addition to work performed under bid item 20, there are other miscellaneous costs of work performed by the City Water Commission of Pendleton in caring for water mains not covered in the contract.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
~~R. S. Smith~~

FORM S-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING
38-6

May 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am submitting herewith extra work order number 11 covering the taking out and relaying of pipe lines outside the city limits of Pendleton on the East Pendleton Overcrossing project.

These items were not included in the contract as the existence of the pipe lines was not known when the plans were prepared.

It was requested by M. Stephenson, Bridge Construction Engineer, that this matter be handled by force order.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
~~R. G. Smith~~

FORM 6-M-1 1M 7-36

Standard
Form 2104
6-36-5,000

RECEIVED
MAY 28 1937
FOR FILING

UNION PACIFIC RAILROAD COMPANY

F. N. FINCH,
GENERAL MANAGER,
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON

38-G

May 22nd, 1937

RECEIVED
1937
STATE HIGHWAY COMMISSION

NOTED
Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer of Oregon,
Salem, Oregon.

Dear Sir:-

On May 18th I wired you Western Union from Seattle as follows:

> "Am advised new viaduct Pendleton be placed in use May twenty and that you are proposing erect as agreed substantial barricade both sides of street, but not carrying out this agreement as to barricading south walk as well as balance of street. This is distinctly contrary to understanding which we had. Advise."

to which I have had no reply.

I shall appreciate hearing from you.

Yours truly,

F. N. Finch

FORM B-M-1 1M 7-36

38-9

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

- DL = Day Letter
- NM = Night Message
- NL = Night Letter
- LC = Deferred Cable
- NLT = Cable Night Letter
- Ship Radiogram

RECEIVED
MAY 24 1937
FOR FILING

(081)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171 1937 MAY 18 PM 10 [illegible]

PRV342 DH=SEATTLE WASH 18

R H BALDOCK, STATE HIGHWAY ENGR=

AM ADVISED NEW VIADUCT PENDLETON BE PLACED IN USE MAY TWENTY AND
THAT YOU ARE PROPOSING ERECT AS AGREED SUBSTANTIAL BARRICADE
BOTH SIDES OF STREET BUT NOT CARRYING OUT THIS AGREEMENT AS TO
BARRICADING SOUTH WALK AS WELL AS BALANCE OF STREET. THIS IS
DISTINCTLY CONTRARY TO UNDERSTAND WHICH WE HAD. ADVISE=

F N FINCH UPRR CO PORTLAND ORG.

State Highway Engineer

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FORM 2-M-1 1M 7-36

FORM 2-M-1 2M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAIS [illegible]

OC OC

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAY 20 1937
FOR FILING
3 8-2

May 15, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 17 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Yesterday I advised you that the Pendleton Overcrossing would be open to traffic on May 19th, but now we find that it will be May 20th before the structure can be opened for traffic.

[illegible]
State Highway Engineer

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc H. G. Smith
J. N. Bishop
G. S. Paxson
S. Murray, Res. Engr. O.W.R.&N., Portland

FORM S-M-1 1M 7-36

FORM S-M-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JAC

H. B. GLAI

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

CMC

CMC

RECEIVED
MAY 20 1937
FOR FILING
38-9

May 14, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
17 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am enclosing herewith for your approval extra work orders number 8, 9, and 10, on the Pendleton Overcrossing.

Extra work order No. 8 covers the installation of temporary steps at Turner and Point streets. Due to a chance in construction plans, it was necessary to construct temporary steps at this location in order to permit residents to reach the street level. Such work was not covered in the contract and, therefore, should be classed as extra work.

Work order No. 9 covers the installation of permanent barricades across Court Street to divert all traffic, these barricades to be erected as soon as the new structure is open to traffic. I will appreciate your taking note of the type of barricade to be constructed and advise if you approve and if the railroad will approve of this type of structure. In the event that you wish a different type specification, please advise C. A. Jordan direct, furnishing him with the specification of the barricade you wish erected.

Extra work order No. 10 covers the placing of riprap, said riprap consisting of broken up concrete. This riprap was necessary to keep the toe of the fill slope within the right of way bounderies at the east end of the overhead structure.

Additional project authorization will not be required for the work orders.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock
H. G. Smith
C. A. Jordan

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SEC

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAY 20 1937
FOR FILING
36-8

May 14, 1937

IN REPLY PLEASE REFER TO FILE NO.
RECEIVED
19 1937
HIGHWAY COMMISSION

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. E. G. Smith, Construction Engineer

Dear Sir:

Replying to yours of May 5th, having reference to construction of asphaltic concrete pavement on the East Pendleton Overcrossing job:

On this project, we were unable to arrive at any satisfactory means by which a mechanical spreader, on which the screeds would be carried on side forms, could be used. This job, as you know, is almost all of varying width, the width varying from 20 feet to as much as 200 feet at the west approach. Only a small portion of the job consists of uniform width and it is extremely difficult to secure any means of constructing this varying width pavement by side forms set close enough together so that finishing screeds could be operated.

Two inspectors were furnished the job by Mr. Finkbiner and the job had the close supervision of myself, as well as that of Resident Engineer Swift and Street Inspector Buttervich.

I was not aware of the requirement that a street inspector be furnished from your office and in the future, will make certain that such street inspector is secured from your office before work of a similar type is started.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock ✓

FORM 2-H-1 2M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 14, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 21 1937
FOR FILING
38-D

RECEIVED
MAY 17 1937
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Mr. R. H. Baldock, Highway Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

For your information, wish to advise that the Pendleton Overcrossing will be open to traffic on Wednesday, May 19th.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc H. G. Smith
J. N. Bishop
G. S. Paxson

FORM 8-M-1 1M 7-36

FORM 8-A-1 9M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. W. CLAUSSEN, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAY 6 1937
FOR FILING

May 5th, 1937

IN REPLY PLEASE REFER TO FILE NO.

38-D

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Finkbiner advises that you are using an Adnun road spreader on the asphaltic concrete pavement on the East Pendleton Overcrossing job. This is not in accordance with the specifications for this type of construction, which provide that the mechanical finishing screeds must be carried on, or guided, by side forms, and contractors have been prevented from using these machines on other paving jobs. These specifications were furnished by the Bureau of Public Roads, and therefore, are not subject to change by this department.

I also note that no weekly reports are being furnished this department in connection with the work being done by the road department on this project. I do not particularly care for a duplicate of all the weekly reports submited by the bridge engineer, but in cases where the bridge engineer is supervising road construction he should submit a copy of the weekly report pertaining to the road construction to this office, and when one of the engineers assumes charge of, or starts construction on a portion of the project, they should immediately submit the customary weekly reports, one copy to me and one to the bridge engineer. This is not made very clear in the circular letter of February 15th, but that is the intention of the order - that both the construction and bridge engineers shall have copies of the weekly reports for any portion of the work which pertains to their respective departments.

I am also advised that the pavement has been laid without a regular paving inspector, and I can find no record in this department where we were notified that the paving was proceeding, or where a request was made for an inspector.

I do not object to the transferal of recognized street inspectors between bituminous macadam or surfacing jobs where an inspector is following his recognized field of work, but in paving work, all inspectors must be approved by the Salem office, the street inspectors by the construction department and the plant inspectors through Mr. Finkbiner.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-M-1 1M 7-36

FORM 5-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 5 1937
FOR FILING

38-0

May 4, 1937.

Mr. Dean Swift,
Resident Engineer,
Pendleton, Ore.

NOTED
State Highway Engineer

Dear Sir:

Referring to Mr. William's letter of May 1st, we do not wish to send the 100' scale tracing of the East Pendleton Grade Separation Project as this is our right of way map. However, we are sending you under separate cover the 100' direct print of this tracing upon which can be placed such additional information as you have and can be used as the constructed line map tobe submitted with the final records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.
CC to
R.H. Baldock
W. C. Williams

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 5 1937
FOR FILING

38-8

May 4, 1937.

~~Mr.~~ Dean Swift,
~~Resident~~ Engineer,
~~Pendleton~~, Ore.

NOTED
State Highway Engineer

Dear Sir:

Referring to Mr. William's letter of May 1st, we do not wish to send the 100' scale tracing of the East Pendleton Grade Separation Project as this is our right of way map. However, we are sending you under separate cover the 100' direct print of this tracing upon which can be placed such additional information as you have and can be used as the constructed line map tobe submitted with the final records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓
W. C. Williams

FORM 5-M-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 30 1937
FOR FILING

38-9

April 29th, 1937

Mr. Dean Swift
Resident Engineer
State Highway Dept.
Pendleton, Oregon

NOTED

State Highway Engineer

Dear Sir:

We are unable to locate the 100-ft. detail map of the East Pendleton Grade Separation in this office. The last record we were able to find is that the map was sent to Mr. Williams, and it is possible that it is in the Division Office. If it cannot be located in the Division Office, please advise, and we will make further search.

Under separate cover, we are sending the 100-ft. hard copy map of the Mytinger Section.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓
W. C. Williams

FORM 5-M-1 1M 7-36

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 18 1937
FOR FILING

March 17th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Dean Swift
Resident Engineer
State Highway Dept.
Pendleton, Oregon

Dear Sir:

In response to your letter of March 16th, we are sending you herewith, copies of the deeds which were exchanged between the State and the Northwest Cities Gas Co.

We are unable to find the sketches which you submitted, but are sending you, under separate cover, a blue print map scale 1" = 100 ft., upon which is indicated the properties in question.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. N. Hackett
R

cc to: R. H. Baldock
W. C. Williams

FORM 5-M-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 14 1937
FOR FILING

38-8

April 7, 1937

RECEIVED
APR 8 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am enclosing a price agreement, No. 2, in the amount of $63.00, on the Pendleton Over-crossing project.

This price agreement covers the installation of corrugated iron drain pipe under the rail-road spurs on Thompson Street. The grades at these points are too flat to permit the installation of catch basins and cross-road french drain connections.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

FORM 2-614 TM 7-35

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 29 1937
FOR FILING

98-B

IN REPLY PLEASE
REFER TO FILE NO.

MAR 29 1937

March 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

NOTED
State Highway Engineer

Dear Sir:

With reference to your letter of March 23, concerning status of the Northwest Cities Gas Company's franchise between the city of Pendleton and the gas company:

I advised some two or three months ago that we had checked into this matter and find that the gas company's franchise with the city expired some three years ago and to date no action has been taken toward the renewal of the old franchise or preparation of a new one.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
~~H. G. Smith~~

FORM 5-10-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 24 1937
FOR FILING
38-D

March 20, 1937

RECEIVED
MAR 22 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am enclosing herewith five copies of a price agreement covering safety light installation on the Pendleton overhead crossing.

You will note that amount of this price agreement has been raised slightly since estimate was submitted to you. This results from contractor receiving additional information indicating that he was too low in his original quotation.

At the regular meeting of the Pendleton City Council on March 19, it was voted that the City would furnish the necessary power for operation of the safety lights after their installation by the State.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc R. H. Baldock
H. G. Smith

#1865
#1865

RECEIVED
MAR 20 1937
FOR FILING
38-D

March 19, 1937

Bethlehem Steel Company,
Seattle, Washington.

Attention: L. G. Knight.

Gentlemen:

Reference is made to your letter of March 18th concerning the Colonial Construction Co. contract for the construction of the Pendleton Overcrossing in Umatilla County, WPGM 38-D and WPMH 38-D.

You are advised that since our letter of January 27th there has been some delay on the above project and it is now estimated that all of the work will not be completed until about July 1st.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1865

Bethlehem Steel Company

Seattle, Wash.

March 18, 1937

RECEIVED
MAR 19 1937
STATE HIGHWAY COMMISSION

AC-354

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Subject: PROJECT WPGM 38-D and
WPMH 38-D - Pendleton, Oregon.

Under date of January 27, 1937, you advised that, as far as you then knew, this contract would be completed March 31.

Can you now advise the date above contract will be accepted by your department?

Yours truly,

BETHLEHEM STEEL COMPANY

By L. G. Knight
L. G. Knight
Plant Cashier

REFERRED TO
BY SECRETARY

[illegible]

#1865

RECEIVED
MAR 25 1937
FOR FILING

38-D

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. S. ROWLAND, SECY.

March 5, 1937

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. G. S. Paxson.

RE: BOND NO. 46066 - COLONIAL CONSTRUCTION CO. to STATE OF OREGON - Overcrossing over tracks of O. W. R. & N. Co. in Pendleton, Oregon. Your Contract No. 1865 - Job Prefix 30 - 1002.

Gentlemen:

We hand you herewith request of the Colonial Construction Co. for an extension of time for completion of the above-captioned contract to July 1, 1937.

We also enclose consent of the Maryland Casualty Company to the granting of an extension of time for completion to July 1, 1937.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By
Surety Bond Department.

FT
Encs.

FORM 6-5-1 5M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 23 1937
FOR FILING
38-D

February 19, 1937

NOTED
State Highway Engineer

Northern Pacific Railway Company
181 King Street
Seattle, Washington

Attention: Mr. Stotler
Re: WPGM 38-D & WPMH 38-D

Gentlemen:

This is in reply to your letter of February 10 concerning construction of an interchange track at the west entrance to the Northern Pacific yards in Pendleton.

We are advised by the Bureau of Public Roads that this construction was recommended for approval and that work may be started at your convenience. It is understood that reimbursement for this work shall be limited by the terms of Works Program General Memorandum No. 6 and subsequent amendments thereto, and shall not in any event exceed the estimated cost of $1,555.00.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Bridge Engineer

GSP LD

cc Bureau of Public Roads
R. H. Baldock
C. A. Jordan
W. C. Williams

RECEIVED
AUG 21 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

38-D

RECEIVED
FEB 19 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

February 18, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon WPGM 38-D, East Pendleton Overcrossing, covering period from December 24, 1935 to January 10, 1937, submitted in amount of $30,472.

We are eliminating the claim for the removal of 1,600 lin. ft. of curbs, which, extended at 15 cents, amounts to $240. The quantity shown on the engineer's estimate to the contractor does not correspond, and we believe it will be more satisfactory for you to claim correct amount in subsequent voucher.

The voucher is being recommended in the reduced amount of $30,232.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

J-89

Rust

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville
H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

G. S. PAXSON
Acting Bridge Engineer

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 15 1937
FOR FILING
38-9

February 12, 1937

Mr. W. C. Williams
Division Engineer
State Highway Department
LaGrande, Oregon

NOTED
State Highway Engineer

Re: Pendleton Overcrossing

Dear Sir:

The Union Pacific Railroad considers it extremely necessary that the barricades on Court Street at the old crossing be installed in accordance with the contract, immediately after the opening of the new overpass to travel.

Please keep this in mind so that we may satisfy them at the proper time.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

GSP LD

cc Sam Murray
C. A. Jordan
R. H. Baldock
W. C. Smith

FORM S-B-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 17 1937
FOR FILING
38-D

February 12, 1937

U. S. Bureau of Public Roads
Box 3900
Portland, Oregon

Re: Pendleton Overcrossing
WPGM 38-D & WPMH 38-D

Gentlemen:

Please refer to my letter of December 31, 1936, and to your reply of January 11, 1937, concerning the connecting track between the Northern Pacific Railway and the O.W.R. & N. Railway at Pendleton. In your letter you advise that you consider this connecting track necessary and are recommending it for approval. Have you any advice as to the final disposition of this recommendation?

Attached I am sending you five prints of a 1" - 50 scale map which shows in a great deal more detail the proposed installation than was shown on the map sent you with my letter of December 31.

I am in receipt of a letter from Mr. Stotler, Assistant Chief Engineer of the Northern Pacific Railway, as per attached. They are anxious to begin work on this interchange track and I would appreciate advice from you as to the final word on its approval.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

GSP LD
Enc.

cc A. F. Stotler
R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
JAN 27 1937
FOR FILING

38-D

January 27, 1937

BETHLEHEM STEEL COMPANY
Seattle, Washington

Attention L. G. Knight

Gentlemen:

Reference is made to your letter of January 25 concerning the Consolidated Construction Company contract for the construction of the Pendleton Overcrossing, Nos. WPGM 38-D and WPMH 38-D.

You are advised that the completion date of this contract is March 31, 1937. As far as we now know, this contract will be completed about that time. We are unable to advise you, however, as to what the date of acceptance will be.

Very truly yours,

Secretary

JH:MH

Bethlehem Steel Company

Seattle, Wash.

January 25, 1937

RECEIVED
JAN 26 1937
OREGON
STATE HIGHWAY COMMISSION

AC-124

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you kindly advise approximate date of completion and acceptance of your contract with the Colonial Construction Co., Spokane, Washington; Mercer Steel Company, sub-contractors, covering Project WPGM 38-D and WPMH 38-D, Pendleton, Oregon.

Yours truly,

BETHLEHEM STEEL COMPANY

By L G Knight

L. G. Knight
Plant Cashier

REFERRED TO
BY SECRETARY

prepare answer

G. S. Paxson
Acting Bridge Engineer

cc R.H.Baldock
W. C. Williams
C. A. Jordan

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 26 1937
FOR FILING
38-8

January 22, 1937.

NOTED

Mr. A. F. Stotler,
Northern Pacific Railway Co.
161 King Street
Seattle, Washington.

Dear Sir:

This is to advise that the local office of the Bureau of Public Roads has recommended to their main office the approval of the construction of an interchange track at the west entrance to Pendleton as a part of the necessary construction incident to the Pendleton Overcrossing project. This recommendation for approval is based upon your estimate entitled Proposition No. 2, dated October 5, 1936, showing the total estimated cost as $1,535.00. In order that this may be fully shown in the records of the completed job, I would ask that you give me a larger scale map of the layout (approximately 1"=50' scale) showing stationing length and all other pertinent details of the installation.

Subject to confirmation of the above recommendation of the local office of the Bureau of Public Roads, we will recognize the construction of this interchange track as a part of the project, your expenses thereon to be reimbursable under the terms of Memorandum No. 6, with subsequent amendments thereto; the total amount of reimbursement to be the actual reimbursable cost under these memorandums but not to exceed your estimated cost of $1,535.

It will probably be best that all of the work in connection with this interchange track be done by your own forces, subject to our inspection and check of costs, as provided in the original contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc R.H.Baldock
W. C. Williams
C. A. Jordan

January 11, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

JAN 12 1937
OREGON STATE

Dear Sir:

Reference is made to Mr. Paxson's letter of December 31, 1936, relative to connecting track between the N.P.Ry. and the O.W.R.& N. Ry. at Pendleton, Oregon WPGM 38-D and WPMH 38-D, the Pendleton Overcrossing section of the Old Oregon Trail.

The construction of this connecting track is considered necessary and we are today recommending it for approval.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
DEC 30 1936
FOR FILING

DEC 29 1936
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 124
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 38-D

WPGM-
Oregon 38-D and WPMH 38-D
East Pendleton Overcrossing,
Old Oregon Trail

December 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

T. M. Davis
By T. M. Davis
Highway Engineer

Encls.

Iron

FR-Adpr. 5755

Form P. R. 2

State Oregon

U. S. Works Program Grade Crossing Project No. WPGM 38, Sec. D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

9—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of November, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 21st day of December, 1933, a revised project statement, which was approved by the Secretary on the 8th day of January, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the Sixth day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eighty-five thousand, five hundred fifty-nine and no/100 dollars ($185,559.00) as the share of the United States payable under said act on account of Section D of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 11+05.6 on East Court Street near Stonewall Jackson Street and survey station 38+54 on Turner Street at the east line of Eddy Street in the city of Pendleton

, length 0.520 of a mile in Umatilla County, being Section D of Ore. U.S. Works Program Grade Crossing project No. WPGM 38, consisting of 0.364 of a mile of roadway and one bridge of more than 20 feet clear span, 0.156 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of one hundred eighty-five thousand, five hundred fifty-nine and no/100 dollars ($185,559.00), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~ ~~not exceed the authorized Federal pro rata share of~~

~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section D of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927; Chapter 88, laws 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of Dec, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By W J McGrady
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S. Works Program GradeCrossing** Project No. **WPGM 38-D,** State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **185,559.00** as the total estimated cost of said project, and the sum of $ **185,559.00** as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 16th day of Dec one thousand nine hundred and thirty-six

Secretary of Agriculture,

By W J O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—6680

5756

Form P. R. 2
State Oregon
U. S. Works Program Highway Project No. WPMH 38, Sec. D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 21st day of November, 1936

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.);

Whereas the Highway Department of said State submitted on the 21st day of December, 1935, revised project statement, which was approved by the Secretary on the 8th day of January, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 24th day of December, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, five hundred thirty-five and no/100 dollars ($38,535.00) as the share of the United States payable under said act on account of Section D of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of (Public Res. No. 11, 74th Cong.) act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 30+54 on Turner Street at the east line of Eddy Street in the city of Pendleton and survey station 71+00, a point in the NE 1/4, Sec. 12, T. 2 N., R. 32 E., W.M.

, length 0.900 of a mile~~s~~, in Umatilla County, being Section D of Ore. U.S. Works Program Highway / project No. WPMH 30, consisting of 0.900 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible].

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of thirty-eight thousand, five hundred thirty-five and no/100 dollars ($38,535.00), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] is [illegible] the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927; Chapter 88, Laws 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of Dec, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5818

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPMH 38-D, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 30,535.00 as the total estimated cost of said project, and the sum of $ 30,535.00 as the share of the United States, payable under said acts on account of such project, which ~~[illegible] the authorized Federal~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 16th day of Dec one thousand nine hundred and thirty-six

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM 8-S-1 1M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

38-8

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
NOV 23 1936
FOR FILING

November 19, 1936

Mr. W. C. Williams,
Division Engineer,
State Highway Department,
LaGrande, Oregon.

Dear Sir:

Mr. Paxson has referred to us a telegram from C. A. Jordon in which he states that you want to construct concrete steps at the Giebels and Adams properties in Pendleton.

Our settlements call for the construction of wooden stairways with handrails, but if you desire to make a change from wood to concrete as a construction cost item the right of way department has no objection thereto. It may be that there have been some additional developments with the property owners, but as far as we know there has been no obligation to build other than wooden steps in accordance with the option terms.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:PW

cc C. S. Paxson
R. H. Baldock
H. G. Smith
C. A. Jordon

FORM 2-A-1 10M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

NOV 25 1936

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

38-D

November 16, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Building

NOTED
State Highway Engineer

Dear Mr. Baldock:

While in Pendleton on November 16 the State Highway Commission inspected conditions at the East Pendleton Overcrossing structure, particularly the conditions pertinent to the construction of a pedestrian overcrossing over the Union Pacific Company's tracks on Court Street.

The Commission decided to do nothing about this matter until the railroad company builds its fences and then, if absolutely necessary , to build the cheapest kind of an overhead structure. The entire matter is to be deferred as long as possible.

Very truly yours,

HBGlaisyer

H. B. Glaisyer
Secretary

HBG:AM

cc - Mr. Paxson

FORM 2-A-1 10M 7-36
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

RECEIVED
NOV 25 1936
FOR FILE

R. H. BALDOCK
State Highway Engineer
SALEM

X

OREGON STATE HIGHWAY COMMISSION
SALEM

38-D

November 16, 1936

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Building

NOTED
State Highway Engineer

Dear Mr. Baldock:

While in Pendleton on November 16 the State Highway Commission inspected conditions at the East Pendleton Overcrossing structure, particularly the conditions pertinent to the construction of a pedestrian overcrossing over the Union Pacific Company's tracks on Court Street.

The Commission decided to do nothing about this matter until the railroad company builds its fences and then, if absolutely necessary , to build the cheapest kind of an overhead structure. The entire matter is to be deferred as long as possible.

Very truly yours,

H B Glaisyer

H. B. Glaisyer
Secretary

HBG:AM

cc - Mr. Paxson

RECEIVED
NOV 16 1936
FOR FILING

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. WPGM 38-D
East Pendleton Section of
Old Oregon Trail

38-D

November 13, 1936

NOV 1 4 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based. [redacted]

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Lin

RECEIVED
NOV 16 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPMH 38-D
East Pendleton Sec.of
Old Oregon Trail

November 13, 1936

1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

LJCaufield

By L. J. Caufield
Highway Engineer

Jua

38-D

RECEIVED
OCT 30 1936
FOR FILING

October 26, 1936

Mr. W. C. Williams,
Division Engineer
La Grande, Oregon

Dear Sir:

I am attaching a copy of memorandum from Mr. Paxson in regard to the agreement covering the construction of the Pendleton grade separation structure. Please check this up with Mr. Aldrich and advise me his wishes in the matter.

Yours very truly,

State Highway Engineer

RHB:MC

encl.

October 22, 1936.

Mr. R. H. Baldock

The agreement between the State, the City of Pendleton, the Union Pacific Railroad Company and the Northern Pacific Railroad Company covering the construction of the Pendleton grade separation, provides, in Section 3, that the City complete proceedings for the vacation of that portion of Court Street within the orange lines shown on the attached print, and further provides that the state will erect barricades along these lines.

There is nothing in the agreement covering the closing of Benefit Street to railroad travel nor was it contemplated that this street would be closed. You will notice, however, that to barricade Court Street, as provided in the agreement, will leave only about ten feet of pavement open at the point where Benefit Street joins Court Street. If the sidewalk and curb were removed on the west side of Benefit Street approximately 25 feet of travellable roadway could be provided.

We were not particularly interested in Benefit Street at the time this agreement was entered into as we considered this to be a city matter. I am wondering, however, if the city has overlooked the effect of this agreement on Benefit Street, and whether you would consider it advisable to call the matter to Mr. Aldrich's attention.

GS Paxson

G. S. Paxson

GSP:AP

cc J. M. Devers

38-D

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the East Pendleton Section, Project No. WPGH 38-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGM 38-B

EAST PENDLETON SECTION OF THE
OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to be made for project agreement. Based on low bid prices.)

Salem, Oregon, October 14, 1936

36' Roadway (Sta. 11+05.6 to 17+03.0)
(Sta. 26+11.6 to 30+60)

All Required		Clearing and Grubbing		$ 160.18
500	cu. yds.	Excavation, Single Classif.	$ 0.35	175.00
70	cu. yds.	Trench Excavation	1.50	105.00
2,100	yd. stas.	Overhaul	0.03	63.00
9,500	yd. mi.	Truck Haul	0.17	1,615.00
240	lin. ft.	6" Cast Iron Pipe	1.50	360.00
60	lin. ft.	8" Drain Pipe	1.00	60.00
7	each	Concrete Catch Basins	25.00	175.00
1,600	sq. yds.	Removal of Old Pavement	0.35	560.00
1,070	sq. yds.	Removal of Sidewalks	0.30	321.00
2,900	lin. ft.	Removal of Curbs	0.15	435.00
3,200	lin. ft.	Concrete Curbs	0.55	1,760.00
1,840	sq. yds.	Concrete Sidewalks	1.50	2,760.00
10	sq. yds.	Concrete Driveway Aprons	2.50	25.00
2,300	cu. yds.	Gravel Subbase	0.60	1,380.00
440	cu. yds.	Rock Base and Shoulders	1.50	660.00
160	cu. yds.	Filler	0.40	64.00
160	yd. mi.	Hauling Filler	0.20	32.00
1,270	tons	Class "A" Asphaltic Concrete	6.50	8,255.00
560	tons	Cutback Asphalt Wearing Surface	6.50	3,640.00
		Subtotal		$ 22,605
		10% Engr. & Cont.		2,260
		Total		$ 24,865
		Length	0.214 mile	
		Cost per mile	$ 116,191	

Pavement Widening - 36' Roadway (Sta. 30+60 to 38+54)

All Required		Clearing and Grubbing		$ 112.20
350	cu. yds.	Excavation, Single Classif.	$ 0.35	122.50
30	cu. yds.	Trench Excavation	1.50	45.00
10	lin. ft.	6" Cast Iron Pipe	1.50	15.00

20	lin. ft.	6" Drain Pipe	$ 1.00	$ 20.00
2	only	Concrete Catch Basins	25.00	50.00
1,450	lin. ft.	Removal of Curbs	0.15	217.50
1,500	lin. ft.	Concrete Curbs	0.55	825.00
30	sq. yds.	Concrete Sidewalks	1.50	45.00
30	sq. yds.	Concrete Driveway Aprons	2.50	75.00
100	cu. yds.	Gravel Subbase	0.60	60.00
30	cu. yds.	Rock Base & Shoulders	1.50	45.00
10	cu. yds.	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.20	2.00
50	tons	Class "A" Asphaltic Concrete	6.50	325.00
20	tons	Cutback Asphalt Wearing Surface	6.50	130.00
			Subtotal	$ 2,093
			10% Engr. & Contg.	209
			Total	$ 2,302

Length 0.150 mile

Cost per mile $ 15,346

Overcrossing Structure

1,200	cu. yds.	Excavation, Single Classif.	$ 0.35	$ 420.00
50	cu. yds.	Trench Excavation	1.50	75.00
3,200	cu. yds.	Structural Excavation	2.00	6,400.00
200	cu. yds.	Structural Excavation Below Plans	3.00	600.00
7,500	yd. mi.	Truck Haul	0.17	1,275.00
240	lin. ft.	6" Drain Pipe	0.75	180.00
1	only	Concrete Catch Basin	25.00	25.00
400	sq. yds.	Removal of Old Pavement	0.35	140.00
330	sq. yds.	Removal of Sidewalk	0.30	99.00
230	lin. ft.	Removal of Curbs	0.25	57.50
50	lin. ft.	Concrete Curbs	0.55	27.50
30	sq. yds.	Concrete Sidewalks	1.50	45.00
4,300	lin. ft.	Removal of Railway Track	0.35	1,505.00
2,950	lin. ft.	Construction of Railway Track	0.60	1,770.00
2,000	cu. yds.	Gravel Ballast	1.20	2,400.00
800	cu. yds.	Crushed Rock Ballast	1.60	1,280.00
800	cu. yds.	Gravel Subbase	0.60	480.00
230	cu. yds.	Rock Base and Shoulders	1.50	345.00
70	cu. yds.	Filler	0.40	28.00
70	yd. mi.	Hauling Filler	0.20	14.00
530	tons	Class "A" Asphaltic Concrete	6.50	3,445.00
205	tons	Cutback Asphalt Wearing Surface	6.50	1,332.50
2,200	cu. yds.	Class "A" Concrete	23.50	51,700.00
700	cu. yds.	Class "D" Concrete	24.50	17,150.00

500,000 lbs.	Metal Reinforcement	$ 0.05	$ 25,000.00
2,020 lin. ft.	Concrete Handrail	3.50	7,070.00
3,000 lbs.	Metal Pipe Handrail	0.15	450.00
			$123,293.50

Work to Be Performed by Railroad Company's Forces

All Required	Rearrange and Reestablish O.W.R. & N. Company's Tracks and Telegraph and Telephone Lines	$ 14,000.00
All Required	Rearrange and Reestablish N. P. Company's Tracks	6,700.00
	Subtotal	$143,993
	10% Engr. & Cont.	14,399
	Total	$158,392

Length of Structure 0.156 mile

WPGM Funds Requested:

36' Roadway	$ 24,865
Pavement Widening - 36' Roadway	2,302
Structure	158,392
	$185,559

	36' Roadway	Pavement Widening	Structure
Estimated Labor Required	12,200 man-hours	1,400 man-hours	79,000 man-hours
Cost of Labor	$ 7,600	$ 900	$ 63,000
Cost of Materials	$ 500	$ 2,500	$ 35,000

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

FORM 2-A-1 6M 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

38-9

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

October 19th, 1938

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

With reference to the flange way as requested by the Northern Pacific Railroad for the East Pendleton Grade Separation Project.

This type of construction is in standard practice on many of the railroads but is considered an additional hazard by the Southern Pacific on account of rocks filling up the flange ways. We have, however, used a similar type of construction on the Union Pacific; and therefore, it would seem advisable to accede to the Northern Pacific's request and permit its installation.

Very truly yours,

R. H. BALDOCK
STAT HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-201 300 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

POST OFFICE BUILDING
PORTLAND OREGON

IN REPLY PLEASE
REFER TO FILE NO.

38-D

October 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I enclose herewith a copy of sub-contract which has been entered into between the Colonial Construction Company and the Jones-Scott Company of Walla Walla covering the furnishing of crushed rock to be used in surfacing work on the Pendleton Grade Separation project.

I have not given my approval to this form of sub-contract as there is some question as to its legality. The Jones-Scott Company are a commercial company furnishing rock, gravel, etc., but in this particular instance, they are set up in the State owned quarry. Therefore, it would appear to me that their sub-contract should be a part of the general contract, or in orther words, that they should be compelled to comply with all regulations of the general contract. If this is true, it would be necessary to prepare a new form of sub-contract setting forth such specifications. Please advise if I am correct in this assumption.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
NOV 1936
FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

OCT 3 1936

October 2, 1936

38-D

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have as yet received no answer to our letter of August 26, 1936, repeating the request made in our letter of July 8, 1936, for an amended project agreement estimate for Oregon WPGM 38-D, East Pendleton section of the Old Oregon Trail, showing segregation for the roadway items between Stations 30+60 and 38+54.

Non-receipt of this estimate is holding up preparation of the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Rec'd est. and to BPR
Jon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

38-9

September 30, 1936.

Mr. A. F. Stotler
Assistant Chief Engineer
Northern Pacific Railroad Co.,
181 King Street
Seattle, Washington

Dear Sir:

Our contractor on the Pendleton project is now laying the steel for the so-called Collins Mill Spur near the Union Pacific Depot. We have not yet received the crossing frog where this new track crosses the Union Pacific spur.

We are also ready for the installation of the turnout from your present main line to the cross-over track in the east edge of Pendleton. We are very anxious that the changer over of your railroad traffic be made at the earliest possible moment.

A portion of the overcrossing structure is located across your present Webb Street line and can not bebuilt until this section of the line is abandoned. If the contractor is delayed in his work on this structure through any fault of hours, we will undoubtedly face a claim for damages due to the delay.

This contract also covers the removal of the Webb Street track and the resurfacing of this street. If the contractor is not permitted to get at this work very shortly it can not be done until suitable weather next spring and the present surfacing on your Webb Street track will require maintenance throughout the winter. This surfacing is now in bad condition, and the maintenance charges will be necessarily high.

The installation of the Collins Mill spur required the cutting of your present track on Webb Street and the connection to your present Collins Mill spur near the Oregon Lumber Company property.

NOTED
State Highway Engineer

September 30, 1936.

Mr. A. F. Stotler, #2

I am asking your authority to do this work when the remainder of the project is so far completed that your rail traffic can be diverted. It is of great importance that this railroad work proceed without delay, and I am asking that you do everything in your power to expedite the matter.

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

2 copies to R. H. Baldock
1 " to G. A. Jordan

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

38-D

RECEIVED
AUG 27 1936
OREGON
STATE HIGH

August 26, 1936

RECEIVED
OCT 29 1936
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to Oregon Works Program Grade Crossing project WPGM 38-D, East Pendleton section of the Old Oregon Trail, we have not yet received copies of amended project agreement estimate, requested in our letter of July 8, 1936, showing segregation for the roadway items between Stations 30+60 and 38+54.

Although not definitely so stated, we considered our letter of July 23, 1936, a confirmation of this request.

Very truly yours,

W. H. LYNCH
District Engineer

By FE Andrews
F. E. Andrews
Sr. Highway Engineer

Fw

38-D

Standard
Form 2104
2-38-5M

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

F. N. FINCH,
GENERAL MANAGER

828 PITTOCK BLOCK
PORTLAND, OREGON

Dec. 23, 1935.
C 9031 32 2.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

Your letter of December 20th with reference to grade elimination project at Pendleton:

While it is true that we and the Northern Pacific have not completely gotten together in connection with contract, I am of the opinion that we will be able to do so.

My principal concern is the threat of suit to secure an injunction against the closing of Court Street as a grade crossing and this is particularly what I had in mind in my letter of December 18th. In other words, unless we can be positively assured that Court Street is to be entirely closed as a grade crossing, we are not particularly interested in the construction of the overhead and certainly not to the extent of granting the Northern Pacific right to use our tracks. This is a statement which I made to Mr. Devers at the time we were advised of the threatened suit.

As I see it, it is for the City of Pendleton and the State Highway Department to handle this matter of a threatened suit and see that it is disposed of finally before we can say to you or to the Northern Pacific that we are agreeable to them coming onto our line. Talked with Mr Devers today about this and he understands situation.

Yours truly,

F. N. Finch

cc Mr. A. C. Spencer.

REFERRED TO
Glassy
State Highway Engineer

For Commission meeting

LL, Chairman, Portland
DRICH, Pendleton
ARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Attorney

OREGON STATE HIGHWAY COMMISSION
SALEM

December 20, 1935

File

Honorable F. N. Finch,
General Manager,
Union Pacific System,
Pittock Block,

Dear Mr. Finch:

I have just returned from my trip to Miami and find my desk rather burdened with matters which have accumulated during my absence, most of which are urgent, and delay in any particular seriously affects projects which the State is promoting and concerning which the Federal government demands immediate affirmative action. Among these subjects is the Pendleton grade separation project, and I regret very much that there are still some unsettled matters between the railroads and the State and between the railroads themselves.

I was of the opinion that the railroads had gotten together and that the only unsettled feature about the entire project was the issue with respect to the complete closing of Court Street crossing at grade, and, as to this, it has been my definite understanding that because of the assurance made by the city authorities the closing of that street would become an accomplished fact and would be incorporated in the Utilities Commissioner's order.

I am advised today that the Utilities Commissioner's order has been completed and will be released sometime during the day. As soon as we receive a copy of the same and have an opportunity to know its content and scope our legal department will get in touch with both of the railroads with the hope of whipping into shape the final form of the agreement to be executed by the State, the City and the two railroads, in which agreement there will be set out the responsibility and the obligation of each of the contracting parties. The Highway Commission's attorney has advised the Commission to proceed with the project as soon as the railroad companies and the State have reached an agreement, notwithstanding the fact that some private property owners threaten litigation. I believe that the Commission's attorney has discussed this feature of the controversy with the Union Pacific Company's legal staff.

I am a little disappointed in your statement that the Union Pacific and the Northern Pacific have not yet reached an agreement. As I have already stated, I was of the very definite opinion that the two companies had gotten together, especially in view of your statement made at the Pendleton hearing when you were on the witness stand. I trust that whatever disagreement there remains between the two railroads will be speedily harmonized, for delay on the part of any one party to this agreement may defeat the project.

Assuming that the Commissioner's order will provide for the complete closing of the Court Street grade crossing, I believe that everything which public authorities have to do with respect to this project will have been taken care of, and we sincerely hope that disagreement between the railroad companies will not be permitted to defeat this worthy undertaking.

With kindest personal regards, and wishing you the compliments of the Season, I am

Yours very truly,

State Highway Engineer

JMD:FW

38-B

0 #1865

July 28, 1936

Associated Oil Company,
866 Pittock Block,
Portland, Oregon.

Attention: Mr. J. H. Dalton.

Gentlemen:

Reference is made to your letter of July 27th concerning their contract No. 1865 - construction of an overcrossing over the O. W. R. R. & N. Co. tracks in Pendleton on the Old Oregon Trail.

You are advised that the total amount of this contract is $184,885.00. The bond furnished in connection with the contract was written by the Maryland Casualty Company for whom Hansen & Rowland, Inc. who have offices in the Public Service Building, Portland, are resident agents. The date of completion of the contract is March 11, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

10M 11-35

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON

July 28, 1936

please do

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attention- Mr. J. McFarland Re: Colonial Construction Company
Spokane, Washington
Job #1865

Dear Sir:

We contemplate the delivery of petroleum products to the above on job 1865. The amount of the bid being $184,885.00.

Our representative at Pendleton has been unable to give us the name of the bonding company who furnished the bond in the above amount, and we are wondering if you will furnish us with the name of the company together with a brief description of the job.

We have been advised that the time limit for completion is March 31, 1937.

We wish to thank you at this time for your courtesies in the past.

Very truly yours,

ASSOCIATED OIL COMPANY

J H Dalton

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☒	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
JULY 14, 1936

A. F. STOTLER
ASSISTANT CHIEF ENGINEER
NORTHERN PACIFIC RAILWAY CO.
SEATTLE, WASHINGTON

ONE HUNDRED EIGHTY THOUSAND DOLLARS ALLOTTED PENDLETON GRADE SEPARATION PROJECT IS ASSIGNED ONE THIRD TO NORTHERN PACIFIC AND TWO THIRDS TO UNION PACIFIC STOP ALLOCATION FUNDS AMONG RAILWAYS NOT EXPECTED TO BE MORE THAN ROUGHLY APPROXIMATE STOP FOUR RAILWAYS GOT MORE THAN THEIR PRORATA SHARES AND FIVE GOT LESS

R. H. BALDOCK

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☒	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
JULY 14, 1936

A. F. STOTLER
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R. H. BALDOCK

July 11, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 8, 1936, concerning the section between Sta. 30+60 and Sta. 38+54 on the East Pendleton Section, Project No. WPGM 38-D.

Your letter indicates that the pavement on this section is to be classified as a different type to that on the other portion of the project, but the reason for this is not apparent since the completed roadway throughout the project will be asphaltic concrete pavement and the only apparent distinction being the widening of an existing pavement on the section in question while new pavement is being constructed on the remainder of the project.

It has always been our understanding that the type is identified by the completed work regardless of a portion of the work having been constructed at some previous time and if this is correct, will you please give the question further consideration, since it will be of considerable convenience in vouchering for the work to be considered one type.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 8, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to the estimate of June 18, 1936, for Oregon Works Program Grade Crossing project WPGM 38-D, the East Pendleton section of the Old Oregon Trail, submitted with your letter of June 30, 1936, as basis of project agreement, will you please submit six copies of a revised estimate showing segregation of that part of the roadway items between Stations 30+60 and 38+54 from the balance of the project.

As we are only widening an existing pavement by the addition of 3' shoulders, this length comes under a different code type from the balance and should be completely segregated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

38-D

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the East Pendleton Section, Project No. WPMH 38-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 38-B

EAST PENDLETON SECTION OF THE

OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1936

30' Roadway (Sta. 38+54 to 71+00)

Fill Required		Clearing and Grubbing		$ 673.65
30,150	cu. yds.	Excavation, Single Classification	$ 0.35	10,552.50
350	" "	Trench Excavation	1.50	525.00
6,900	yd. sta.	Overhaul	0.03	207.00
6,500	yd. mi.	Rounding Cutbanks	0.15	975.00
20	lin. ft.	8" Drain Pipe	1.00	20.00
90	" "	12" Concrete Pipe	1.50	135.00
280	" "	18" Concrete Pipe	2.50	700.00
2	only	Concrete Catch Basins	25.00	50.00
2	"	Concrete Manholes	100.00	200.00
1,000	sq. yds.	Removal of Old Pavement	0.35	350.00
400	lin. ft.	Lowering 6" Sewer Pipe	0.75	300.00
700	" "	Lowering 2" Water Pipe	0.50	350.00
2,250	" "	Concrete Curbs	0.55	1,237.50
20	sq. yds.	Concrete Driveway Aprons	2.50	50.00
400	cu. yds.	Salvaging Surfacing Materials	0.75	300.00
6,100	" "	Gravel Subbase	0.60	3,660.00
1,400	" "	Rock Base and Shoulders	1.50	2,100.00
130	" "	Rock Footpaths	2.00	260.00
440	" "	Filler	0.40	176.00
440	yd. mi.	Hauling Filler	0.20	88.00
1,300	tons	Class "A" Asphaltic Concrete	6.50	8,450.00
565	"	Cutback Asphalt Wearing Surface	6.50	3,672.50
		Subtotal		$ 35,032.15
		10% Engr. & Cont.		3,503.21
				$ 38,535.36

Length 0.900 mile
Cost per mile $42,817.06

WPMH Funds Requested.................................... $ 38,535.36

Estimated Labor Required 21,000 man-hours
Cost of Labor $13,000
Cost of Materials $ 2,000

State Funds for Constr.: Chapter 175, Laws 1917: Chapter 31, Laws 1920: Chapter 88, Laws 1931.
State Funds for Maint.: Chapter 41, Laws 1927: Chapter 88, Laws 1931.

Oregon State Highway Department

U. S. Works Program
Project No. WPMH 38-B

EAST PENDLETON SECTION OF THE

OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 21, 1935

20' Roadway (Sta. 38+54 to 71+00)

All Required		Clearing and Grubbing		$ 500.00
30,150	cu. yds.	Excavation, Single Classif.	$ 0.40	12,060.00
350	cu. yds.	Trench Excavation	1.00	350.00
6,900	yd. sta.	Overhaul	0.03	207.00
6,500	yd. mi.	Rounding Cutbanks	0.10	650.00
20	lin. ft.	8" Drain Pipe	0.60	12.00
90	lin. ft.	12" Concrete Pipe	1.50	135.00
280	lin. ft.	18" Concrete Pipe	2.50	700.00
2	only	Concrete Catch Basins	25.00	50.00
2	only	Concrete Manholes	75.00	150.00
1,000	sq. yds.	Removal of Old Pavement	0.40	400.00
400	lin. ft.	Lowering 6" Sewer Pipe	0.30	120.00
700	lin. ft.	Lowering 2" Water Pipe	0.30	210.00
2,250	lin. ft.	Concrete Curbs	0.70	1,575.00
20	sq. yds.	Driveway Aprons	2.00	40.00
400	cu. yds.	Salvaging Surfacing Materials	0.80	320.00
6,100	cu. yds.	Gravel Subbase	1.00	6,100.00
1,400	cu. yds.	Rock Base and Shoulders	1.80	2,520.00
130	cu. yds.	Rock Footpaths	2.00	260.00
440	cu. yds.	Filler	0.50	220.00
440	yd. mi.	Hauling Filler	0.20	88.00
1,300	tons	Class "A" Asphaltic Concrete	5.50	7,150.00
565	tons	Cutback Asphalt Wearing Surface	5.50	3,107.50
		Subtotal		$ 36,924.50
		10% Engr. & Cont.		3,692.45
		Total		$ 40,616.95

Length 0.900 mile
Cost per mile $ 45,129.94

WPMH Funds Requested- -$ 40,616.95

Estimated Labor Required 21,000 man-hours
Cost of Labor $ 13,000
Cost of Materials $ 2,000

34-D

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the East Pendleton Section, Project No. WPGM 34-D.

Subsequent to the submission of the estimate accompanying plans and specifications, a more complete estimate of the work to be performed by the Northern Pacific Railway Company was received by this office, and this revised estimate has been used in the preparation of the agreement estimate. We are enclosing six copies of a detail cost statement for this work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Rush
Ass't Office Engineer

JWR:ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGH 38-B

EAST PENDLETON SECTION OF THE

OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1935

36' Roadway (Sta. 1147.6 to 1788.8)
(Sta. 2611.6 to 3050)

All Required		Clearing and Grubbing		$ 272.46
850	cu. yds.	Excavation, Single Classification	$0.35	297.50
100	cu. yds.	Trench Excavation	1.50	150.00
2,100	yd. stas.	Overhaul	0.03	63.00
9,500	yd. mi.	Truck Haul	0.17	1,615.00
250	lin. ft.	6" Cast Iron Pipe	1.50	375.00
80	lin. ft.	8" Drain Pipe	1.00	80.00
9	only	Concrete Catch Basins	25.00	225.00
1,600	sq. yds.	Removal of Old Pavement	0.35	560.00
1,070	sq. yds.	Removal of Sidewalks	0.30	321.00
4,350	lin. ft.	Removal of Curbs	0.15	652.50
4,700	lin. ft.	Concrete Curbs	0.55	2,585.00
1,870	sq. yds.	Concrete Sidewalks	1.50	2,805.00
40	sq. yds.	Concrete Driveway Aprons	2.50	100.00
2,400	cu. yds.	Gravel Subbase	0.60	1,440.00
470	cu. yds.	Rock Base and Shoulders	1.50	705.00
170	cu. yds.	Filler	0.40	68.00
170	yd. mi.	Hauling Filler	0.20	34.00
1,320	tons	Class "A" Asphaltic Concrete	6.50	8,580.00
580	tons	Outback Asphalt Wearing Surface	6.50	3,770.00
		Subtotal		$24,698.46
		10% Engr. & Cont.		2,469.84
		Total		$27,168.30

Undercrossing Structure

1,200	cu. yds.	Excavation, Single Classification	$0.35	$ 420.00
50	cu. yds.	Trench Excavation	1.50	75.00
3,200	cu. yds.	Structural Excavation	2.00	6,400.00
200	cu. yds.	Structural Excavation Below Plans	3.00	600.00
7,500	yd. mi.	Truck Haul	0.17	1,275.00
240	lin. ft.	6" Drain Pipe	0.75	180.00
1	only	Concrete Catch Basin	25.00	25.00

400	sq. yds.	Removal of Old Pavement	$0.35	$ 140.00
330	sq. yds.	Removal of Sidewalk	0.30	99.00
250	lin. ft.	Removal of Curbs	0.15	37.50
50	lin. ft.	Concrete Curbs	0.55	27.50
30	sq. yds.	Concrete Sidewalks	1.50	45.00
4,300	lin. ft.	Removal of Railway Track	0.35	1,505.00
2,950	lin. ft.	Construction of Railway Track	0.60	1,770.00
2,000	cu. yds.	Gravel Ballast	1.20	2,400.00
800	cu. yds.	Crushed Rock Ballast	1.60	1,280.00
800	cu. yds.	Gravel Subbase	0.60	480.00
230	cu. yds.	Rock Base and Shoulders	1.50	345.00
70	cu. yds.	Filler	0.40	28.00
70	yd. mi.	Hauling Filler	0.20	14.00
530	tons	Class "A" Asphaltic Concrete	6.50	3,445.00
205	tons	Cutback Asphalt Wearing Surface	6.50	1,332.50
2,200	cu. yds.	Class "A" Concrete	23.50	51,700.00
700	lbs.	Class "D" Concrete	24.50	17,150.00
500,000	lbs.	Metal Reinforcement	0.05	25,000.00
2,020	lin. ft.	Concrete Handrail	3.50	7,070.00
3,000	lbs.	Metal Pipe Handrail	0.15	450.00
				$123,293.50

Work to Be Performed by Railroad Company's Forces

All Required	Rearrange and Reestablish O.W.R. & N. Company's Tracks and Telegraph and Telephone Lines	$ 14,000.00
All Required	Rearrange and Reestablish N. P. Company's Tracks	6,700.00
	Subtotal	$143,993.50
	10% Engr. & Cont.	14,399.35
	Total	$158,392.85

Length of Roadway	0.364 mile
Length of Structure	0.156 "
Total Length	0.520 "
Cost per Mile, Roadway	$74,638.18

WPGH Funds Requested,

Roadwork- - - - - - - - - - - - - - - -	$ 27,168.30
Structure - - - - - - - - - - - - - - - -	158,392.85
	$186,561.15

	Roadwork	Structure
Estimated Labor Required	13,400 man-hours	79,000 man-hours
Cost of Labor	$8,500	$63,000
Cost of Materials	$3,000	$35,000

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

EAST PENDLETON SECTION

PROJECT NO. NPCH 32-2

Revised estimate of cost of work to be performed to establish new track connections for the Northern Pacific Railway Company. Work to be performed by railway company's forces.

2	sets	Switch Ties	$ 170.00	
1,260		Cross Ties	1,175.00	
65	N. T.	85# Rails, 2nd Hand	1,625.00	
		Track Fastenings, Turnout Metal and Crossing Frog	2,195.00	
		Freight on Materials	565.00	
		Store Expense	150.00	
1,000	cu. yds.	Crushed Ballast	1,300.00	
		Labor	1,235.00	
				$8,415.00
Salvaged Materials				
		Rails and Fittings	Cr. $1,805.00	
		S. H. Treated Cross Ties	Cr. 290.00	
		Frt. on Salv. Materials to Pasco	200.00	
		Handling Expense	30.00	
				Cr. $1,865.00
				$6,550.00
		(Use)		[illegible]

Oregon State Highway Department

U. S. Works Program
Project No. WPGM 58-B

EAST PENDLETON SECTION OF THE

OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 23, 1935

36' Roadway (Sta. 11+05.6 to 17+83.0)(Sta. 26+11.6 to 37+54)

All Required		Clearing and Grubbing		$ 500.00
850	cu. yds.	Excavation, Single Classif.	$ 0.40	340.00
100	cu. yds.	Trench Excavation	1.00	100.00
2,100	yd. sta.	Overhaul	0.03	63.00
9,500	yd. mi.	Truck Haul	0.15	1,425.00
250	lin. ft.	6" Cast Iron Pipe	1.00	250.00
80	lin. ft.	8" Drain Pipe	0.60	48.00
9	each	Concrete Catch Basins	25.00	225.00
1,600	sq. yds.	Removal of Old Pavement	0.40	640.00
1,070	sq. yds.	Removal of Sidewalks	0.30	321.00
4,350	lin. ft.	Removal of Curbs	0.10	435.00
4,700	lin. ft.	Concrete Curbs	0.70	3,290.00
1,870	sq. yds.	Concrete Sidewalks	1.50	2,805.00
40	sq. yds.	Concrete Driveway Aprons	2.00	80.00
2,400	cu. yds.	Gravel Subbase	1.00	2,400.00
470	cu. yds.	Rock Base and Shoulders	1.80	846.00
170	cu. yds.	Filler	0.50	85.00
170	yd. mi.	Hauling Filler	0.20	34.00
1,320	tons	Class "A" Asphaltic Concrete	5.50	7,260.00
580	tons	Cutback Asphalt Wearing Surface	5.50	3,190.00
		Subtotal		$ 24,337.00
		10% Engr. & Contg.		2,433.70
		Total		$ 26,770.70

Overcrossing Structure

1,200	cu. yds.	Excavation, Single Classif.	$ 0.40	$ 480.00
50	cu. yds.	Trench Excavation	1.00	50.00
3,200	cu. yds.	Structural Excavation	3.00	9,600.00
200	cu. yds.	Structural Excavation below plans	5.00	1,000.00

		[illegible]		[illegible]
7,500	yds. mi.	Truck Haul	$ 0.15	$ 1,125.00
240	lin. ft.	6" Drain Pipe	0.50	120.00
1	only	Concrete Catch Basin	25.00	25.00
400	sq. yds.	Removal of Old Pavement	0.40	160.00
330	sq. yds.	Removal of Sidewalk	0.30	99.00
250	lin. ft.	Removal of Curbs	0.10	25.00
50	lin. ft.	Concrete Curbs	0.70	35.00
30	sq. yds.	Concrete Sidewalks	1.50	45.00
4,300	lin. ft.	Removal of Railway Track	0.15	645.00
2,950	lin. ft.	Construction of Railway Track	0.70	2,065.00
2,000	cu. yds.	Gravel Ballast	1.00	2,000.00
800	cu. yds.	Crushed Rock Ballast	2.50	2,000.00
800	cu. yds.	Gravel Subbase	1.00	800.00
230	cu. yds.	Rock Base and Shoulders	1.80	414.00
70	cu. yds.	Filler	0.50	35.00
70	yd. mi.	Hauling Filler	0.20	14.00
530	tons	Class "A" Asphaltic Concrete	5.50	2,915.00
205	tons	Outback Asphalt Wearing Surface	5.50	1,127.50
2,200	cu. yds.	Class "A" Concrete	22.00	48,400.00
700	lbs.	Class "D" Concrete	23.00	16,100.00
500,000	lbs.	Metal Reinforcement	0.05	25,000.00
2,020	lin. ft.	Concrete Handrail	5.00	10,100.00
3,000	lbs.	Metal Pipe Handrail	0.15	450.00
				$ 124,829.50

Work to be Performed by Railroad Company's Forces

All Required	Rearrange and Reestablish O.W.R. & N. Co's Tracks and Telegraph and Telephone Lines	$ 14,000.00
All Required	Rearrange and Reestablish N. P. Co's Tracks	2,600.00
	Subtotal	$ 141,429.50
	10% Engr. & Cont.	14,142.95
	Total	$ 155,572.45

Length of Roadway 0.364 mile
" " Structure 0.156 "
Total Length 0.520 "
Cost per mile, roadway $73,545.87

WPOM Funds Requested:

Roadwork- - - - - - - - - - - - - - - - - - $ 26,770.70
Structure - - - - - - - - - - - - - - - - - 155,572.45

$182,343.15

	Roadwork	Structures
Estimated Labor Required	13,600 man-hours	79,000 man-hours
Cost of Labor	$ 8,500	$ 63,000
Cost of Materials	$ 1,000	$ 35,000

[illegible]

EAST PENDLETON SECTION

PROJECT NO. WPGM 38-D

Estimate of Cost for Work to be Performed by N. P. R.R. Co's Forces

Turnout for cross-over to O. W. Tracks	$ 700.00
Turnout for spur to mill	700.00
Ry. Grade Crossing N. P. Spur with O. W. Spur	1,200.00
	$ 2,600.00

EAST PENDLETON SECTION

PROJECT NO. WPGM 38-D

Estimate of Cost for Work to be Performed by O. W. R. R. & N. Co's Forces

Install Guard Rail below O. S. structure	$ 86.00
Rearrange Block Signals and Remove Wig Wag	394.00
Rearrange Western Union Lines	850.00
✓ Flagman at O. S.	200.00
Turnout for spur to mill	876.00
Remove grade crossing signs	15.00
Turnout for cross-over to N. P. tracks	700.00
Install Automatic Block Signals for operation of N. P. trains on O. W. tracks	3,550.00
Install and remove temporary trestles for pedestrian subways-	
1. Main Line	4,500.00
2. Pendleton Branch	3,000.00
	$14,171.00
(Use)	$14,000.00

FORM S-1 5500 6-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 26, 1936.

Northern Pacific Railway Company
181 King Street,
Seattle, Washington.

Attention Mr. Stetler, Chief Engineer

Gentlemen:

Re: Pendleton, Oregon Separation of Grades
at Court Street.

This is in reply to your letter of June 24, concerning schedule of work in the removal of the track on Webb Street and the building of the Collins Mill spur track.

Our contract with the contractor provides that he shall take up the Northern Pacific Railway track on a portion of Webb Street and on certain other spurs, and shall salvage the rails and other material.

In the last paragraph on Page 5, it provides that the material used in this track construction shall be either material salvaged from the existing track on Webb Street or material furnished by the Northern Pacific Railway Company. The above leaves it optional whether this material shall be salvaged material or new material furnished by your company.

It was our thought in providing the possibility of using salvaged material, that an arrangement could be worked out which would make this practicable. The schedule we had in mind is as follows:

That the cross-over near the Umatilla River Bridge should be constructed of new material which, with your joint-user agreements, would give access to the Northern Pacific yards at the west end of Pendleton. We could then, by leaving in that portion of the Webb Street track from your railroad yard to the Collins Mill, provide access to the existing Collins Mill spur, and the remainder of the Webb Street track between the Collins Mill spur and Court Street would be available for the construction of the new Collins Mill spur connection. When this

NOTED
State Highway Engineer

connection is completed, the remainder of the Webb Street track from the Collins Mill spur to Crosby Street can be removed.

This material is on the site, and under the above schedule would be available for the construction of the Collins Mill spur, and would do away with the necessity of assembling and shipping in a considerable quantity of new material.

The above arrangement need only be in effect for a few weeks at the most, as the grading of the Collins Mill spur could be completed before any tracks were removed on Webb Street, and it should be a matter of only a short time to place the rails and make the connection.

I would ask that you advise whether or not such an arrangement is satisfactory to your company.

This letter is authority to assemble and furnish such material as is needed for the connecting track near the Umatilla River Bridge, and if the above schedule of contract is satisfactory for such material as is necessary for the Collins Mill spur which can not be salvaged from Webb Street.

I am asking our Resident Engineer to keep me advised so that you may be notified when the lines and grade for the various tracks are staked out.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

CC
R. H. Baldock ✓
W. C. Williams
H. G. Smith
C. A. Jordan
S. H. Probert

GSP:AP

FORM B B-1 2000 6-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

38-D

June 25, 1934.

Mr. Sam Murray
Resident Engineer
Union Pacific Railroad Company
Pittock Block
Portland, Oregon.

Dear Sir:

Construction operations are now under way at the Pendleton grade separation project. In connection with this project there is some material to be furnished by your company and some work to be done on the connection with the Northern Pacific tracks.

I would ask that your company keep this in mind so that the installation can be made at the proper time without delaying the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

CC R. H. Baldock ✓
K. G. Smith
W. C. Williams
C. A. Jordan

GSP:AP

38-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

June 22, 1936

RECEIVED
OCT 29 1936
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon WPGM 38-D, the Pendleton Overcrossing.

Bids for this work were received January 9, 1936, and award made on May 18, 1936, the original time limit being October 1, 1936.

Our records do not indicate the extension of time limit granted in view of the withholding of the award. We would appreciate your advising us of what action has been taken toward the extension of the time limit on this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

38-8

June 19th, 1936

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Co.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Enclosed please find two prints of a sketch showing the change in the proposed wye track in connection with the East Pendleton grade separation project.

This is in accordance with your request of May 4th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. W. Libby
H

cc to: R. H. Baldock ✓
W. C. Williams
H. W. Libby

38-D

June 18, 1936

Colonial Construction Co.
326 W. First St.
Spokane, Washington

Gentlemen:

We are sending you today, by express, a fully executed copy of State Highway Contract No. 1865, awarded you on May 18, 1936 for the construction of an overcrossing over the tracks of the O.W.R. & N. Company on the proposed new route of the Old Oregon Trail in Pendleton, Umatilla County, and the grading, surfacing and paving of the approaches thereto.

This copy is being sent you for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DF

FORM 9-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

38

June 8th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. Murray
Resident Engineer
Union Pacific System
Pittock Block
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Referring to yours of June 1st, with reference to yours of May 4th, concerning the exact location of the point of switch for the turnout from the main line to the wye track, wish to advise that in your letter of May 4th, you state that you have asked your Mr. Eaton to look into this matter with Mr. Dean Swift, our Resident Engineer at Pendleton.

We are advised by Mr. Williams, Division Engineer, that he has deferred making any revision of the turnout until after the inspection trip of Mr. Eaton. It appears a simple matter to make the slight change requested, and such change as is necessary will be made after Mr. Eaton's inspection trip.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 4, 1936

F. MEARS
ASST. CHIEF ENGINEER
GREAT NORTHERN RAILWAY CO.
SEATTLE, WASHINGTON

PENDLETON PROJECT FINANCED WITH NORTHERN PACIFIC AND UNION PACIFIC FUNDS STOP NO GREAT NORTHERN FUNDS APPLIED

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

$60,000

RRED TO
[illegible]
State Highway Engineer

1936

Please [illegible]
[illegible] for me
the answer
Project money [illegible] have date

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 1936 JUN 3 PM 3 29

PRG82 CAK=F SEATTLE WASH 3 307P

R H BALDOCK=
STATE HIGHWAY ENGINEER OREGON STATE HIWAY COMMISSION

WHAT AMOUNT GREAT NORTHERN GRADE SEPARATION FUNDS APPLIED PENDLETON PROJECT=

F MEARS GN RY.

RECEIVED
JUN 1 - 1936
OREGON STATE [illegible]

$60,900

REFERRED TO Paxson
State Highway Engineer

Please prepare a wire for me in answer
Project may have data

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FORM 5-S-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

18-2

IN REPLY PLEASE REFER TO FILE NO.

June 2nd, 1936

~~Mr. W. C. Williams~~
~~Division Engineer~~
~~State Highway Dept.~~
~~La Grande, Oregon~~

NOTED
State Highway Engineer

Dear Sir:

On May 5th, Mr. Libby sent you a copy of a letter from Mr. Murray of the Union Pacific Ry. Co. in regard to distances between points of switch in connection with the East Pendleton Grade Separation. Our records do not show that we ever received this information. Mr. Murray has again made a request for this information, and we would appreciate it very much if the matter would have your immediate attention.

For your convenience we are attaching a copy of Mr. Murray's letter of May 4th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
E

cc to: R. H. Baldock ✓

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE

H. T. HANSEN, PRES.
I. O. ROWLAND, SECY.

TACOMA, WASHINGTON

38-D

RECEIVED
JUN 2 1936
OREGON
STATE HIGHWAY COMMISSION

June 1, 1936

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 46066 - COLONIAL CONSTRUCTION CO. to STATE OF OREGON - Overcrossing over the tracks of the O.W.R. & N. Company on the proposed new route of the Old Oregon Trail in Pendleton, Umatilla County, Oregon.

Gentlemen:

We are forwarding to you today, via Railway Express, four executed copies of the above bond and contract, which we trust you will find in order.

Kindly return a copy of the bond and contract for the surety company to Hansen & Rowland, Inc., 201 Washington Building, Tacoma, Washington.

Thanking you, we are

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents

By
Surety Bond Department

MF

CONTRACT# [redacted] 1865

WPGM 38-D East Pendleton Overcrossing 1936

1865

Folder # 1

COMMISSIONERS

R. H. BALDOCK

-38-0

NORTHERN PACIFIC RAILWAY COMPANY
ENGINEERING DEPARTMENT
181 KING STREET

A. F. STOTLER,
ASST. CHIEF ENGINEER
LINES WEST OF LIVINGSTON

SEATTLE, WASH. May 20, 1936.

Mr. J. M. Devers,
Attorney,
Oregon State Highway Commission,
Salem, Oregon.

Re: Proposed track changes at
Pendleton, Ore. for Oregon Lbr.
Co. acct. removal of track in
Webb Street.

Dear Sir:

Please refer to your letter of May 11 to Mr. Sloan, in regard to trackage to serve the coal bins, sand bunker, etc. of the Oregon Lumber Company at Pendleton, which has come up thru the separation of grades at Court Street. As this is an engineering matter Mr. Sloan has requested this office to handle same direct with you.

The plan you submitted is not satisfactory to the Railway Company, (that is, to leave a portion of the old track in from Webb Street with a switch connecting with the new track at the Collins Mill, which would be a stub track) as switching cannot be carried out without disturbing the loading of cars adjacent to the Collins Mill. There would also be insufficient room to make the switch at the end of the track serving the Mill.

In negotiation with Mr. Baldock, the matter of properly serving the Oregon Lumber Company's facilities was overlooked by both the State and the Railway Company, as your prints did not outline the industry.

Our position is that the State should provide a layout which will be satisfactory to the Railway Company and I am attaching a print dated Office of Asst. Chief Engineer, Seattle, May 20, 1936, showing in red a track layout which would be satisfactory to the Northern Pacific. In this plan the Oregon Lumber Company's cars could be spotted without interfering with cars on the spur serving the Collins Mill, but some rearrangement of the Lumber Company's facilities would be necessary.

The Northern Pacific has very limited sites for industries which can be served by them at Pendleton and we cannot afford to be penalized in discommoding the industries nor in the matter of proper switching.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER

[illegible] 21 1936
[illegible] DIVISION

Mr. Devers -2- May 20, 1936.

At the best, the switchback layout cutting out of the Union Pacific tracks to serve the Collins Mill, which we agreed to, is not satisfactory and we do not wish to complicate the switching still further, which would be the case in the plan you suggest.

After reviewing the situation, I suggest that in order to straighten the matter out, I meet with your District Engineer at Pendleton, to go over the entire situation so there will be no misunderstanding, and if you will set a date the latter part of next week, say Wednesday, May 27th, I will be able to meet with him.

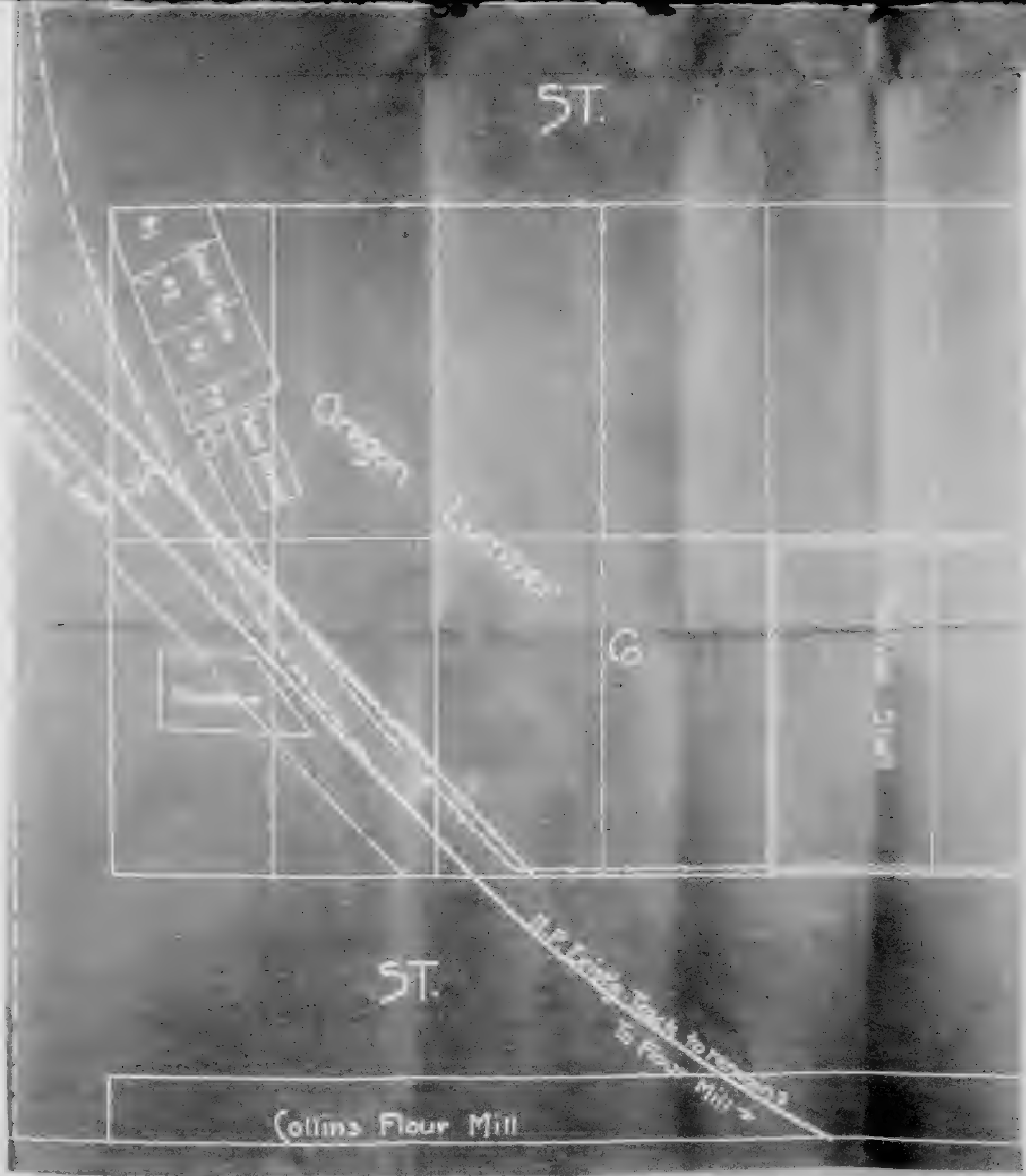
Yours truly,

ASSISTANT CHIEF ENGINEER.

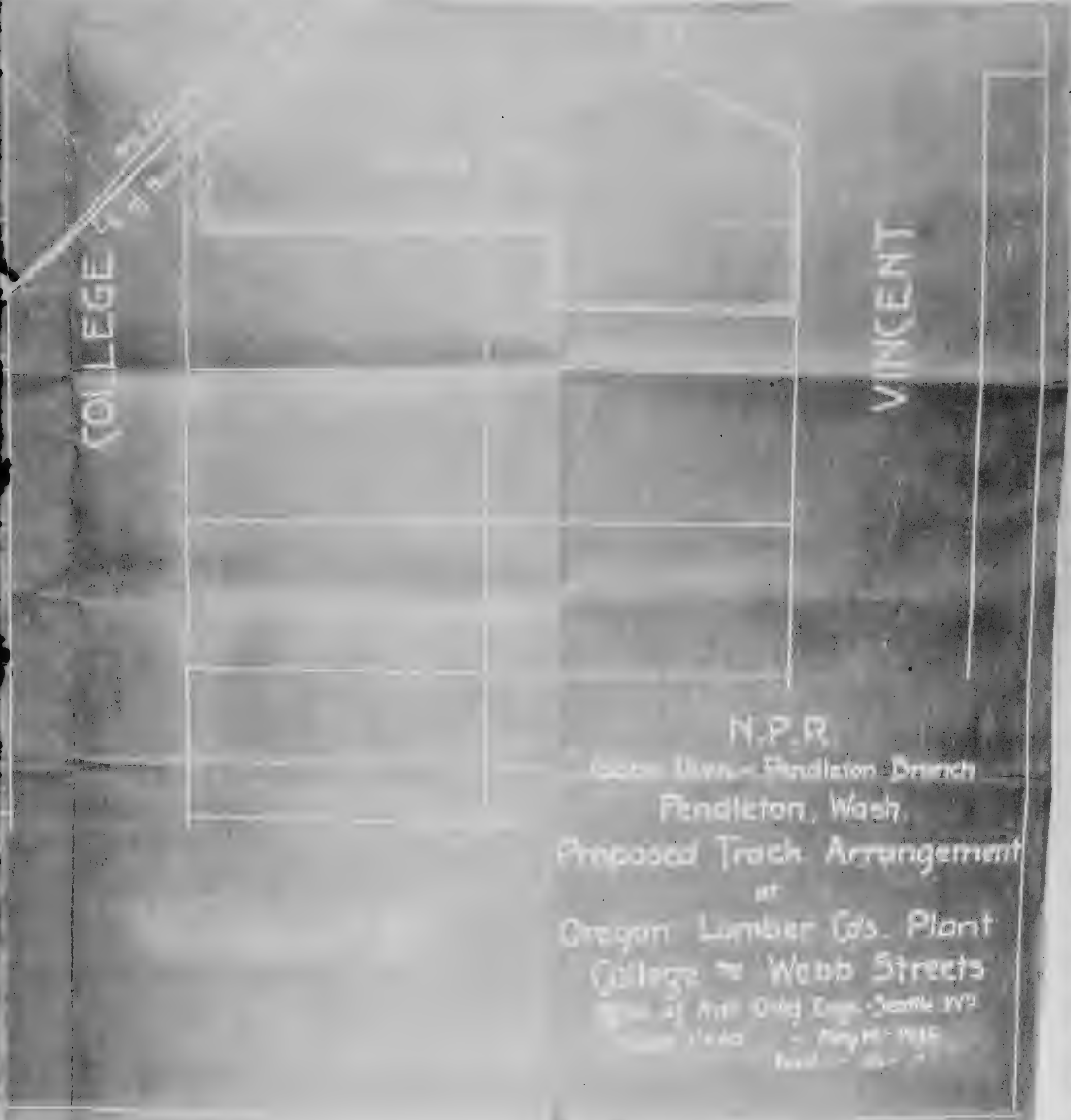
AFS:L
Encl.

Copy to
Mr. R. H. Baldock,✓
Highway Engineer,
Oregon State Highway Commn.,
Salem, Oregon.

Mr. Sloan


ST.
Oregon Lumber Co
ST.
to Flour Mill →
Collins Flour Mill

THOMPSON
COLLEGE



N.P.R.

Idaho Divn. – Pendleton Branch

Pendleton, Wash.

Proposed Track Arrangement

at

Oregon Lumber Co's. Plant

College and Webb Streets

Office of Asst. Chief Engr. Seattle Wn.

[illegible] – May [illegible] 1915

[illegible]

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

38-D

May 19, 1936

Mr. R. H. Baldock,
Office.

Dear Sir:

For your files I am inclosing a copy of a letter I received today from Mr. F. W. Finch, General Manager of the Union Pacific Railroad Company, advising with respect to the Pendleton grade separation project that the agreement between the two railroads has been signed and the agreement between the City and State and the two railroads has also been signed, giving permission for the work to go forward.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW

cc Commissioners
H. G. Smith
G. S. Paxson

C
O
P
Y

UNION PACIFIC RAILROAD COMPANY

828 Pittock Block
Portland, Oregon

F. N. Finch
General Manager,
Northwestern District

May 18, 1938.

Mr. J. M. Devers, Attorney,
Oregon State Highway Commission.
Salem, Ore.

Dear Sir:

Referring to matter of overhead crossing at Pendleton and closing of Court Street:

The contracts between the Northern Pacific and this company have been executed, placed in the proper departments and my office is today forwarding you copies of the executed contract between the State, City of Pendleton, Northern Pacific and this Company.

As I see it, unless some further unexpected action is taken by Pendleton toward blocking the closing of Court Street, there is no reason why the work should not progress.

Yours truly,

(Sgd.) F. N. Finch

38-8

May 25, 1936

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

Attached is an excerpt from the Highway Commission minutes of the meeting held January 11 regarding the right of way matter in connection with the East Pendleton grade separation project. You will note that the Commission decided to acquire a full 80-foot width right of way but to allow Mr. Long to maintain his garage and rock wall in their present location until the full width right of way is needed for highway purposes.

In order to more fully protect our interests and to avoid any possibility of misunderstandings, please arrange to set right of way stakes so as to clearly show the limits of our right of way at this location notwithstanding the fact that Mr. Long is to be allowed to use our property until we need it.

Very truly yours,

HBG:MG

State Highway Engineer

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1217-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON, MAY 18, 1936

COLONIAL CONSTRUCTION COMPANY
326 W. FIRST ST.
SPOKANE, WASHINGTON

PURSUANT TO THE COMMISSION'S INSTRUCTIONS THE ENGINEER HAS TODAY AWARDED YOU THE CONTRACT FOR THE CONSTRUCTION OF THE OVERCROSSING OF THE O.W.R. AND N. COMPANY'S TRACKS IN PENDLETON BASED ON YOUR BID SUBMITTED JANUARY NINTH AS AMENDED BY OUR LETTER OF MARCH 21ST AND ON THE CONDITION THAT A PORTION OF THE RIGHT OF WAY WILL NOT BE AVAILABLE FOR USE FOR A PERIOD OF ABOUT THIRTY DAYS. CONTRACT FORMS FOR YOUR EXECUTION FOLLOW SHORTLY.

OREGON STATE HIGHWAY COMMISSION
H. B. GLAISYER, SECRETARY

get this confirmed by Comm

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

R

By

Secretary

HBG:dp

May 7, 1936

Saxton & Looney & J. S. Risley & J. C. Compton
324 Henry Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission awarded to you on May 5th the contract for the Balm Grove-Forest Grove Section of the Gales Creek County Road in Washington County, for which you submitted the low bid of $56,483.50 on April 17, 1936.

This award was made subject to the understanding that the buildings now located on the highway right of way may not be removed therefrom before June 1, 1936, and that until that date no work is to be done by you upon that portion of the highway right of way which will interfere with the buildings or with the removal thereof.

Contract forms will be mailed to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:dp

May 7, 1936

Harold Blake
400 N. Thompson
Portland, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission on May 5th awarded to you the contract for the construction of the Vancouver Avenue Extension, Columbia Boulevard to Union Avenue, in the City of Portland, consisting of 0.48 miles paving for which you submitted the low bid of $21,376.50 on April 17th.

This award was made with the understanding that the mill building located on the highway right of way opposite Station 4+50 may not be removed from the highway right of way prior to May 15, 1936 and that until that date you will do no work in connection with this job that will interfere with this building or with the removal thereof from the highway right of way.

Contract forms for your acceptance and execution will be forwarded to you within the next few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:dp

IRMATION N

38-D

of Public Roads

8010-20 Oregon

RECEIVED
MAY 19 1936
OREGON
HIGHWAY COMMISSION

Portland, Oregon
May 18, 1936

R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

RE WIRE TODAY PENDLETON OVERCROSSING WPGH AND WPGM THIRTY EIGHT D (STOP) THIS CONSTITUTES OUR CONCURRENCE IN AWARD OF CONTRACT AS OF TODAY TO COLONIAL CONSTRUCTION COMPANY WHO SUBMITTED LOW BID JANUARY NINTH OPENING

Lynch

Paid govt. rate

FORM 2-104 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

38-8

May 18, 1936

Mr. G. S. Paxson
Acting Bridge Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

We have received a letter from Mr. A. G. Beattie of Schuebel & Beattie wherein it is stated that Huntley and Shepherd desire to have the portion of the south wall of the Huntley-Shepherd property in Oregon City left standing which is below the elevation of the bottom of the windows in that wall. It appears that the windows vary in height from the floor from about eight feet at the easterly end of the wall to three or four feet at the westerly end. The wall will be left in a jagged line such as would be presented from the breaking of the old concrete wall, and the reason for leaving the same is so that it may act as a retaining wall for the embankment against the building on the southerly side thereof.

It has been the understanding with Mr. Beattie that we would have no objection to the salvaging of portions of the old building covered by our lump sum bid, provided that there would not be entailed any extra cost to the State or provided that we would not lose any of the Federal cooperation on the project on account of the fact of the work for which a lump sum bid was received not being carried to full completion.

Will you please advise us on this point at the earliest possible moment, as we desire to reply to Mr. Beattie very promptly. It was the understanding that the concrete floor of the building outside of the right of way limit was to be left in place so that there would be no question in this regard.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. S. H. Probert
Schuebel & Beattie
Attention Mr. A. G. Beattie

38

COPY OF
O[illegible] TELEGRAM

Feb

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NOTED

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1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	✓	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

38-6

Personal

COPY OF
WESTERN UNION TELEGRAM

MAY 1, 1956

NOTED
State Highway Engineer

CHARLES DONNELLY President
NORTHERN PACIFIC RAILWAY
ST. PAUL, MINNESOTA

AM ADVISED CONTRACT BETWEEN UNION PACIFIC AND NORTHERN PACIFIC RAILWAYS STATE OF OREGON AND CITY OF PENDLETON WHICH AGREEMENT HAS BEEN SIGNED BY THE STATE AND BY CITY IS NOW IN STPAUL FOR APPROVAL OF NORTHERN PACIFIC OFFICIALS STOP IF THIS AGREEMENT IS APPROVED AND EXECUTED BY NORTHERN PACIFIC WILL APPRECIATE A WIRE TO THAT EFFECT AND STATE WILL THEN AWARD CONTRACT FOR CONSTRUCTION OF PROJECT STOP DELAY IS EMBARRASSING IN MATTER OF CLOSING OPTIONS FOR RIGHT OF WAY AND FEDERAL GOVERNMENT IS THREATENING TO REFUSE TO CONCUR IN AWARD UNLESS IMMEDIATE PROGRESS SHOWN STOP YOUR COOPERATION WILL BE APPRECIATED PLEASE WIRE MY EXPENSE

J. M. DEVERS
Assistant Attorney General

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Copy

1938 MAY 2 AM 10 14

PRGB 1 40 STPAUL MINN 2 1202P

J M DEVERS

ASST ATTORNEY GENERAL

YOUR WIRE FIRST FINAL DRAFTS CONTRACTS COVERING IMPROVEMENTS PENDLETON NOW BEING CONSIDERED BY OUR OFFICERS IT WILL BE SATISFACTORY TO US FOR STATE TO PROCEED WITH CONSTRUCTION AND CONTRACTS WILL BE EXECUTED BY US AND FORWARDED WITHIN A FEW DAYS

CHARLES DONNELLY

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FORM 5-A1 10610 15M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

38

May 16, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

In response to your request of May 15th, we are mailing to you today the profile tracing of the East Pendleton Grade Separation plan.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Hackett
H.

CC to
R.H. Baldock

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

#1865

WESTERN UNION

(46)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

1936 MAY 18 PM 1 47

MINUTES IN TRANSIT

FULL-RATE	DAY LETTER

PRG70 34 GOVT=H PORTLAND ORG 18 141P

R H BALDOCK=
STATE HIGHWAY ENGINEERS

RE WIRE TODAY PENDLETON OVERCROSING WPMH AND WPGH THIRTY EIGHT D STOP THIS CONSTITUTES OUR CONCURRENCE IN AWARD OF CONTRACT AS OF TODAY TO COLONIAL CONSTRUCTION COMPANY WHO SUBMITTED LOW BID JANUARY NINTH OPENING=

LYNCH.

RECEIVED
MAY 19 1936
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

REFERRED TO
Paxson
By State Highway Engineer

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

Construction Engineer

Dictated by
Chas. E. Low
E

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

NOTED
G. S. Paxson

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

File

May 18, 1936.

MR. W. E. LYNCH
DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
PORTLAND, OREGON

RAILROAD AGREEMENTS RIGHT OF WAY CITY APPROVALS AND OTHER OBSTACLES TO AWARD OF PENDLETON OVERCROSSING PROJECT NOW SETTLED STOP DO YOU CONCUR IN AWARD Today TO COLONIAL CONSTRUCTION COMPANY AT THEIR LOW BID TENDERED JANUARY NINTH FOR THIS PROJECT

R.H.BALDOCK

Prepaid
Chg. HWY DEPT.

Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of WM. E. CHANDLER, Division Engineer
SALEM

E. Pendleton

May 11th, 1936

In Reply Please
Refer to File No.

~~Mr. G. Murray~~
~~Resident Engineer~~
~~Union Pacific System~~
~~Pittock Block~~
~~Portland, Oregon~~

Dear Sir:

As per telephone request, we are sending you under separate cover, 5 colored prints of railroad changes in Pendleton. Ten additional prints will be sent just as soon as they can be colored.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

Form 2-24 6M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

E. Pendleton

May 7, 1936

Mr. E. B. Aldrich, Commissioner
Oregon State Highway Department
Pendleton, Oregon

Dear Sir:

At Mr. Baldock's request, we are sending you herewith by Special Delivery, a plan of the Pendleton Overcrossing layout on which we have indicated in red the contemplated location of the highway overcrossing structure and in yellow, the contemplated location of the pedestrian overcrossing.

You will note that the pedestrian crossing is shown on the plans as a subway structure. We have placed a note on the plans calling attention to the fact that this will be constructed as an overcrossing structure.

Very truly yours

G. S. Paxson
Acting Bridge Engineer

By
W. A. Reeves
Office Engineer

NOTED
State Highway Engineer

WAR LD
Enc.

cc R. H. Baldock

FORM [illegible]

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

E Pendleton

May 9, 1936.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Enclosed please find copy of letter from Mr. Murray of the Union Pacific R. R. Company, in regard to distance between points of switches in connection with the East Pendleton Grade Separation.

Please check this matter and make whatever revisions in the plans as may be necessary.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R. H. Baldock

NOTED
Chief Highway Engineer

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

April 29, 1936

In Reply Please
Refer to File No.

E Pendleton

Mr. J. M. Devers

OFFICE

Attention: Mr. De Sousa

NOTED
State Highway Engineer

Dear Sir:

The State Highway Commission on April 17 discussed the matter of closing options for right of way needed for the East Pendleton grade separation project and authorized the closing of options that will expire before the award of the contract for this project, which it was expected would be done before April 24; but to defer the closing of the remaining options until after the contract is awarded.

The Commission approved the sale of the building located on the Maude C. Dupuis property, but ordered that the matter of moving this building and other buildings onto other state properties in Pendleton be investigated before the sales are made.

Very truly yours,

Secretary

HBG:DP
CC R. H. Baldock

E Pendleton

April 27, 1936

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

The Highway Commission at its last meeting expressed an unwillingness to construct a pedestrian overcrossing on Court Street in Pendleton, but authorized the construction of such an overcrossing if it develops that such construction is necessary in order to prevent a hold-up of the Court Street Undercrossing Project.

If construction of the pedestrian overcrossing is found necessary, payment for it from state funds is authorized.

Very truly yours,

Acting State Highway Engineer

[illegible]

april 16 or 17 — which?

38-D

The Commission had under consideration the agreement covering matters involved in the East Pendleton Overcrossing project in which agreement the Union Pacific Railroad Company and the Northern Pacific Railroad Company, the City of Pendleton, and the State of Oregon are named as parties. After due consideration of provisions of this agreement as submitted, Commissioner Aldrich moved that it be executed by the Commission. The motion was duly seconded by Commissioner Tou Velle and was declared by Chairman Cabell to have carried by ~~received~~ the unanimous vote of the Commission. Thereupon said agreement was duly executed by the Commission.

38-8

State Highway Engineer

OFFICE OF THE
PUBLIC UTILITIES COMMISSIONER OF OREGON

STATE OF OREGON)
) SS
COUNTY OF MARION)

I, JOHN J. HANLON, Secretary to the Public Utilities Commissioner of Oregon, do hereby certify that I have carefully compared the annexed copy of ORDER with the original thereof, filed in the office of the said Public Utilities Commissioner of Oregon and that it is a full, true and correct transcript therefrom and of the whole thereof.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of the said Public Utilities Commissioner of Oregon at Salem, Oregon, this 9th day of April, 1936.

John J Hanlon
Secretary
PUBLIC UTILITIES COMMISSIONER OF OREGON

M

P.U.C. OREGON ORDER NO. 3304

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for permission to construct and maintain an overhead viaduct or crossing over the main line tracks of Oregon-Washington Railroad & Navigation Company where said main line intersects Mission Street in the City of Pendleton, Umatilla County, State of Oregon.	F-1772

Whereas on the 20th day of December, 1935 there was duly entered herein Order No. 3127 wherein, among other things, it was ordered as follows:—

> "AND IT IS FURTHER ORDERED that the petitioner shall procure from the duly constituted authorities of the City of Pendleton, or such other municipal corporation or agency as shall have lawful jurisdiction in the premises, such action, ordinance or other writing as shall effect a perpetual and complete bar against vehicular and pedestrian traffic on and upon that portion of Court Street in the said City of Pendleton as is now occupied by the railroad lines and tracks of Oregon-Washington Railroad and Navigation Company." and

Whereas supplemental petition has been filed herein by petitioner, and certain duly certified documents have been filed herein by the Recorder of the City of Pendleton wherein and whereby it appears to the satisfaction of the Commissioner that the Common Council of the City of Pendleton has by ordinance duly adopted, effected a perpetual and complete bar against vehicular and pedestrian traffic at grade on and upon the said portion of said Court Street in the said City of Pendleton, above mentioned, and that said Common Council has on the 3rd day of April, 1936, duly reconsidered said ordinance after the same was vetoed by the Honorable C. A. Moll, Mayor of said City of Pendleton, and said Common Council has on said 3rd day of April, 1936, duly passed over the veto and objections of the said Mayor the said Ordinance vacating said portion of Court Street as aforesaid; and

Whereas from the records and files herein the Commissioner is satisfied that the said City of Pendleton is the municipal corporation or agency having lawful jurisdiction in the premises, and that said ordinance effects a perpetual and complete bar against vehicular and pedestrian traffic at grade on and upon that portion of Court Street in the said City of Pendleton, above mentioned; and

Whereas by virtue of the provisions of Sections 62-704 and 62-706, Oregon Code, 1930, it appears expedient and proper that in addition to said action by the said City Council the Commissioner should likewise enter an order abolishing and eliminating said grade crossing at Court Street, and the Commissioner at this time being fully advised, now therefore, it is

ORDERED that the grade crossing on Court Street in the City of Pendleton caused by the intersection of the main line and branch line of Oregon-Washington Railroad and Navigation Company with said Court Street be and the same is hereby abolished and eliminated, and all vehicular or pedestrian traffic at grade on and upon said portion of said Court Street aforesaid is barred and prohibited.

Done and dated at Salem, Oregon, this 9th day of April, 1936.

FRANK C McCOLLOCH
Commissioner of Public Utilities
of Oregon.

ATTEST:

JOHN J HANLON

Secretary.

Pendleton

April 1, 1936

Mr. J. M. Devers

OFFICE

Dear Sir:

At the Highway Commission meeting held yesterday you read a letter in regard to the Pendleton project.

I was not present for a reading of part of this letter and I am not familiar with what it is all about and also do not know what action the Commission took on it. If a minute entry should be made in regard to it, will you please prepare me a short statement for such purpose.

Very truly yours,

Secretary

HBG:dp

Devers says entry unnecessary

Pendleton Project

Bd of Rev at Baker

Jan meeting
wrote them of
day over

April 1, 1938.

Colonial Construction Co.,
[illegible] West First Street
Spokane, Washington.

Attention Mr. C. H. Lundberg

Gentlemen:

Under date of March 21, Mr. Paxson sent you a letter and four sheets of additional supplemental provisions which we propose to add to the contract for the Pendleton Overcrossing job.

Additional legal difficulties came up and on March 28, I wired you to disregard letter of March 21. These difficulties have been for the most part ironed out, and we hope to be able to award very shortly. We are waiting for the final action of the City Council of Pendleton, the final approval by the railroad companies of certain agreements between themselves, and for the formal order from the Public Utilities Commissioner. We hope that these will all be straightened out within the next ten days or two weeks.

In making the award to your company we will include the additional supplemental provisions sent you under date of March 21, and we would appreciate having your formal consent to this addition.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc G. S. Paxson

GSP:AP

Pendleton

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER	☒	SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

Baldock –

Salem, Oregon
March 25, 1936

NOTED
[illegible]

COLONIAL CONSTRUCTION CO
520WEST FIRST STREET
SPOKANE,WASHINGTON

DISREGARD MY LETTER OF MARCH 21 AND ACCOMPANYING AGREEMENT ON PENDLETON OVERCROSSING STOP REVISED AGREEMENT WILL BE MAILED IN A FEW DAYS.

R. H. BALDOCK

WAR:M
Charge Highway Dept.

FORM 2-S-1 25132 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

38-D

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 18, 1936.

Colonial Construction Co.,
926 West First Avenue,
Spokane, Washington.

Gentlemen:

Several days ago in conversation with Mr. Baldock, you agreed to accept the award of the Pendleton Grade Separation Project at your low bid tendered at the January meeting of the Highway Commission, provided award could be made within sixty days.

Developments at Pendleton lead us to believe that award of this project can be made. However, it will be necessary to await the completion of certain legal procedures which will delay award until March 23d.

We would ask that you advise us whether or not you will accept award made on that date. We would appreciate early advice as in case you do not care to hold the matter open that long, we would re-advertise at the April meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock

NOTED

38-9

Standard
Form 2104

UNION PACIFIC RAILROAD COMPANY

F. M. FINCH,
GENERAL MANAGER,
NORTHWESTERN DISTRICT

328 PITTOCK BLOCK
PORTLAND, OREGON

FEB 8 193
OREGON STATE HIGHWAY COMMISSION

Feb. 7, 1936.
C 9031 32 3.

Mr. J. M. Devers,
Attorney,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Your letter of February fifth with reference to grade crossing elimination at Pendleton:

This project was submitted to us as one coming under the Federal Enactment providing for grade crossing eliminations. At no time in our meetings with the Highway Commission prior to or at the time of our negotiations with the Northern Pacific, was there any intimation given us that Court Street would not be closed as a grade crossing.

Inasmuch as it was with the understanding that the grade crossing would be closed that we agreed to make the concession and permit the Northern Pacific to operate over our tracks, we are not willing to extend this concession without assurance that the crossing will be closed.

Yours truly,

ORIGINAL SIGNED
F. M. FINCH

cc Mr. H. F. Cabell,
Mr. R. H. Baldock.

Mr. F. J. Betz,
Mr. J. R. Raley.

FORM [illegible] 1-28
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

H B Glaisyer

February 5, 1938

Mr. F. N. Finch, General Manager,
Union Pacific System,
Pittock Block,
Portland, Oregon.

Dear Mr. Finch:

For the purpose of reducing to writing the matter I discussed with you over the telephone today involving the situation in Pendleton I submit the following:

I have been advised that sufficient signatures were procured to a protest against the closing of the Court Street grade crossing to defeat the contemplated action of the City Council with respect to that matter.

The Highway Commission will at its meeting in Portland this week consider a plan which would include the construction of an overhead crossing as contemplated in the order made by the Utilities Commissioner, but would abandon the proposed construction of an underpass at Court Street for pedestrian traffic, and in lieu of the said underpass for pedestrian traffic it has been proposed that a barricade be erected at the east city limits of Pendleton which would completely bar any highway traffic from entering Pendleton by any other method than by the overhead structure; and that in addition to such barricade there be constructed, without cost to the railroad company, electrically operated gates which would protect the existing grade crossing on Court Street.

The only traffic which, after the construction of the proposed overhead crossing, would use Court Street would be local traffic, and it is the opinion of those interested in this proposed plan that the electrically operated gates would furnish complete protection to the railroad company in connection with the continued use for local purposes of the grade crossing at Court Street. The maintenance of the electrically operated gates, if installed, would be an obligation of the railroad company since the Highway Commission is without authority to disburse highway funds for such purpose, and the only Federal funds available are funds available for the construction but not for the maintenance of such gates.

I have been directed by the Highway Commission to submit to you for your approval this proposed plan, and it is earnestly hoped that out of this proposed plan may develop some agreement by which, and as a result of which, the proposed grade crossing elimination may be forwarded.

I will seek an opportunity to discuss this matter with you personally tomorrow, Thursday, while in Portland, so that I may communicate your answer to the Highway Commission.

Yours very truly,

J. M. DEVERS

JMD:FW

cc H. F. Cabell
E. B. Aldrich
F. L. TouVelle
R. H. Baldock
H. B. Glaisyer

FORM B- 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 5, 1936.

Mr. Sam Murray
Resident Engineer
Union Pacific System
Pittock Block
Portland, Oregon.

Dear Sir:

In your letter of January 21, you returned to us our drawing 8781 which is the detail of the proposed pedestrian subway for the East Pendleton Overcrossing. On this drawing you have indicated changes in dimension, materially increasing the sections of the underpass; and in your letter have advised that this is being increased to provide for E-72 railroad loading.

I find that this structure was designed by us for E-60 loading, and we are now checking through with the E-72 loading. In connection with this, we would appreciate advice from you as to the placing of the loads on the roof slab and the distribution of load over the slab assumed in arriving at dimensions which you have shown.

With this same letter you sent us a print of your drawing 58515 which is the false work for the proposed pedestrian subway. I note that you are assuming that the excavation for the subway will be made without cribbing and that the banks of the cut will be sloped on a 1:1 slope.

The specifications governing this job provide that excavation for the pedestrian subway will be classed as structural excavation and that the volume paid for will be that bounded by vertical planes one foot outside the neat lines of the structure.

It was our intention that this excavation be removed from between bulkheads and that there would no necessity in sloping the sides of the excavation as shown on your drawing. Under this procedure it seems that the false work

Mr. Sam Murray, #2

could be shortened by one span on each end for the Walla Walla Branch, and by two spans on each end for the main line.

I would appreciate your views on this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

CC R. H. Baldock

January 29, 1936

Mr. W. H. Morrison
Real Estate
Pendleton, Oregon

Dear Sir:

I have just received your letter of the 28th of this month, enclosing the claims of yourself, Mr. Tom Sheppard and Mr. George Mason, in the amounts of $45.00 each, for three days' services in behalf of the State Highway Commission, appraising property, as required by the Commission in connection with the East Pendleton grade separation project.

I shall be pleased to see that these claims are placed in line for early settlement. Due to legal requirements covering the expenditure of state funds, I doubt that you can receive a check sooner than after two or three weeks. In any event, the matter will be expedited as much as possible.

Very truly yours,

Secretary

[illegible]

cc - Carl Smith, Auditor

ALFALFA FARMS STOCK FARMS ORCHARD TRACTS

• W. H. MORRISON •
DEALER IN
REAL ESTATE
PENDLETON, OREGON.

WE SELL
UMATILLA COUNTY WHEAT LANDS
BEST IN THE NORTHWEST

January 28th, 1936.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Having recently done some appraising in the city of Pendleton for the State Highway Commission, Commissioner E. B. Aldrich has requested me to mail to you the statement for the above mentioned services, and I am therefore enclosing the same herewith for Mr. Tom Shannard, Mr. George Mason, and myself, all of whom are residents of Pendleton, which I trust will meet with your approval.

These charges are based on schedule of commissions in use by the Portland Realty Board, and will be found on Page 42, Section 7.

Yours very truly,

W. H. Morrison

WHM:I

FORM 9-X-1 1500 9-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 28, 1938

Mr. S. Murray, Chief Engineer,
Union Pacific System,
Pittock Block,
Portland, Oregon.

Dear Mr. Murray:

I am still waiting for the agreement which the legal department has been for some time preparing for the Northern Pacific Railway, the Union Pacific Railway, the City of Pendleton and the State Highway Commission to sign with respect to the grade separation in Pendleton.

I have been quieting the U. S. Bureau of Public Roads and the State Highway Commission with repeated promises that the agreement would soon be submitted and ready for execution by all of the parties and that when submitted it would have the approval of the railroad companies. My last assurance to the Highway Commission was that I would have the agreement in form approved by the railroad companies and by the City and possibly executed by the City and ready to submit to the Highway Commission at its regular meeting to be held February 6th in Portland. If I am unable to report at that time in keeping with the assurance that I have made, I am fearful that this whole project will be abandoned.

I have filed several condemnation actions in Pendleton and have taken several options on property. Some of these options require immediate closing and payment of the agreed price and the situation is getting quite embarrassing.

Can you find out what is still delaying the agreement and if possible let me have the agreement so I can submit it to the City for execution prior to the Commission meeting February 6th.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. F. Cabell
E. B. Aldrich
H. G. Smith
R. H. Baldock

FORM 5-K-1 1500 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 28, 1936

Mr. S. Murray, Chief Engineer,
Union Pacific System,
Pittock Block,
Portland, Oregon.

Dear Mr. Murray:

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Can you find out what is still delaying the agreement and if possible let me have the agreement so I can submit it to the City for execution prior to the Commission meeting February 6th.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. F. Cabell
E. B. Aldrich
H. G. Smith
R. H. Baldock ✓

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
CARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please Refer to File No.

E. Pendleton

January 20th, 1936

Mr. S. Murray
Resident Engineer
Union Pacific System
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

In accordance with your letter of January 15th, regarding the map to be prepared for use in various agreements at Pendleton, we are sending you two blue print copies of the map which you suggested be used, and which has been revised in accordance with your suggestions.

Please advise if this map now conforms to your requirements. If not, please make such changes or additions as you find necessary on one of the prints and return it to us so that we may correct the tracing. We will then furnish you with as many prints as you will require.

We are returning also your office copy of the Pendleton Station Plat as requested.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. N. Hackett
H

cc to: R. H. Baldock

FORM S-A-1 6M 8-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 14, 1936.

Mr. J. M. Devers
Attorney
Office

Dear Sir:

You reported to the Highway Commission at the last meeting, January 11, that a complaint had been filed concerning the East Pendleton grade separation project. You asked the Commission, in order to bring this matter to a head, to authorize you to file a condemnation suit. The Commission approved.

I am not certain just what you had in mind in regard to the condemnation and will be pleased if you will advise me in regard thereto so I will have a correct minute entry.

It was my understanding that the award of the contract for this project is to be held up until February 5, and that it will not be awarded then unless the railroad company's approval has been secured.

Very truly yours,

Secretary

cc - R H Baldock

HBG:MBL

Form 2552

Standard
9-34-25M

UNION PACIFIC SYSTEM

OREGON - WASHINGTON RAILROAD & NAVIGATION COMPANY

RECEIVED
JAN 14 1936
OREGON

Portland,Oregon
January 13,1936

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

It is my understanding that you have or will award contract on the East Pendleton grade separation project to the Colonial Building Company, Spokane.

Will you please confirm, also advise as to whether this is the exact firm name, whether it is a corporation of the State of Washington and their address in Spokane.

This information is desired for purpose of drafting indemnity agreement and bond, as contemplated by your proposal and specifications, on Page 45.

Yours truly,

S MURRAY

PS Also please advise what will be the date of the construction contract.

January 14, 1936

Mr. S. Murray, Chief Engineer
Oregon-Washington Railroad & Navigation Co.
Portland, Oregon

Dear Sir:

Reply is made to your letter of the 13th inst. in regard to the East Pendleton grade separation project for which the Commission took bids on January 9, 1936.

The low bid received for the job was that of Colonial Construction Company, Spokane, Wash. at $184,885. This company is a corporation of the State of Washington and its present address is 326 W. First St., Spokane, Wash. The officers are as follows: Mr. C. H. Ludberg, President; Mr. Sam Bergstrom, Vice President; Mr. R. H. Ludberg, Secretary-Treasurer.

The Commission has not yet awarded this contract, but the date of the contract will be the actual date on which the job is awarded.

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp

FORM 2-K-1 1500 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 4, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
Office.

NOTED
State Highway Engineer

Dear Sir:

May I recommend in connection with the awarding of a contract for the construction of the Pendleton overhead crossing that the contractor be advised and that there be a provision to that effect in the contract that the letting of the contract is subject to delay and interference which may be caused as a result of litigation, and that should litigation be commenced and the State be enjoined from proceeding with the work the contractor will be subject to such court interference although he may not be made a party to the same.

In other words, I do not believe a contract should be awarded which does not take into consideration threatened litigation and delays or interference which may result therefrom.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

CITY OF PENDLETON

December 31, 1935

Received
Jan. 1, 1936
Legal Dep't.

Mr. J. M. Devers,
Attorney, Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Received copy your letter dated December 30th to Mr. W. C. Williams wherein you stated that the City Recorder had not attested the Resolutions as adopted by the Common Council of The City of Pendleton, November 22, 1935. May I courteously inform you that you are in error as the Resolutions were attested by me on that date and have been in this office since then awaiting disposition as to what to do with them on the order of the Council. It is true that our Honorable Mayor, C. A. Moll, has not signed the Resolutions but I attested to the fact that the Resolutions were passed and adopted by the Council. As to what effect the Resolution has without the Mayor's signature, such matter is not up to me to decide. No call has ever been made on me for the Resolutions so that I might ask the Council how to proceed but the Council knows that the Resolutions are here.

Trusting this explanation will give you the picture and thanking you for the courtesy of your attention, I am,

Very truly yours,

The City of Pendleton,

By Charles E. Burnett
City Recorder

NOTED

(copy)

GEORGE R. LEWIS
Attorney and Counselor at
Law
Pendleton, Oregon

December 31, 1935

Received
Jan. 1, 1936
Legal Dep't.

Mr. J. M. Devers, Attorney
Oregon State Highway Commission
State Office Building
Salem, Oregon

Dear Mr. Devers:

I submitted the Commissioner's order together with your letter in reference to the future action of the City Council regarding the building of the overhead crossing in Pendleton. Both the order of the Public Utilities Commissioner and the procedure for the closing of Court Street and a vacation of a portion of Railroad Street was fully discussed and the Council instructed me to prepare the necessary ordinances to effect this purpose and submit the same to the next meeting.

NOTED

I am in receipt of a carbon copy of a letter written by you and dated December 30, 1935, addressed to Mr. W. C. Williams, Division Engineer, in reference to the adoption of a resolution approving the change in grade and the Mayor's refusal to sign or approve the resolution. I note that you state that because of the Mayor's refusal to sign the resolution the City Recorder has not attested the same. This resolution was passed by a majority of the members of the Common Council of the City of Pendleton, and under our charter does not need to be approved by the Mayor nor does it need to be attested by the City Recorder, except for the purpose of certification that it is a true copy of the original. I do not know if the United States Bureau of Public Roads requires any particular form of resolution, but I do know that the charter and ordinances of the City of Pendleton do not require either the Mayor or the Recorder to sign a resolution. I explained this situation to the City Council at the time the resolution was passed, and informed them that the resolution was valid and in full force and effect without the signature of any person.

I anticipate trouble ahead in the matter of closing Court Street but you can be assured that as City Attorney of the City of Pendleton I shall represent the City.

Yours very truly,

(Sgd.) Geo. R. Lewis
City Attorney

GRL:VJ

FORM 5-H-1 95199 500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

East Pendleton

December 28, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Devers:

Dear Sir:

Mr. Cutler addressed a letter to me under date of December 23rd requesting information as to what action had been taken by the City of Pendleton toward the approval of the grades for the Pendleton grade separation project.

I wish to advise that the City Council in regular session approved the grade resolution forms submitted to them by an act of the Council but the resolution forms have not been executed by the Mayor or attested by the City Recorder.

Yesterday I called on the City Recorder and attempted to secure the resolutions. He advised me that the Mayor refused to sign same and he has not attested the resolutions for this reason.

Will you kindly advise either the City Council direct or this office what further action is necessary in this regard, especially as to whether or not the resolution forms may be submitted without the approval of the Mayor?

Very truly yours,

Division Engineer.

WCW V

cc Mr. Baldock
cc Mr. Cutler

38-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 24, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Project NO. WPGH 38-D and WPMH 38-D, the East Pendleton Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The structure plans have been approved subject to review by our bridge department and any changes to be made that are considered desirable.

Final acceptance of the project is conditioned upon the necessary lighting fixtures being provided and installed in the pedestrian subway by either the State or the city, also copies of the agreement with the City of Pendleton to provide for the furnishing of the electricity for these fixtures and for proper policing should be submitted. Tight barricades or fences should be erected closing the grade crossing as soon as this project is completed.

Our approval is also conditioned upon a written statement being furnished from the W.P.A. that relief labor is available.

Copies of city resolution should be furnished with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By JMDavis
J. M. Davis
Highway Engineer

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY

1217 A

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Pendleton

Send the following message, subject to the terms on back hereof, which are hereby agreed to

DECEMBER 20, 1935

A. F. STOTLER
NORTHERN PACIFIC RAILWAY
SEATTLE, WASHINGTON

RETEL DECEMBER EIGHTEENTH AM ADVISED BY DEVERS THAT PREPARATION OF ORIGINAL AGREEMENT BETWEEN PUBLIC BODIES AND RAILRAODS HAS BEEN DEFERRED PENDING ADJUSTMENT OF DIFFERENCES BETWEEN NORTHERN PACIFIC AND UNION PACIFIC STOP YOUR NOTICE TO PENDLETON AUTHORITIES NOVEMBER TWENTY SIXTH ADVISING THAT YOU CONTEMPLATED DIFFICULTY NEGOTIATING SATISFACTORY CONTRACT WITH UNION PACIFIC FOR USE OF COMPANY'S TRACKS AND UNTIL NEGOTIATIONS HAD BEEN COMPLETED NO FURTHER ACTION SHOULD BE TAKEN WITH RESPECT TO PROJECT CAUSED DELAY IN COMPLETION OF AGREEMENT REFERRED TO IN YOUR RECENT TELEGRAM STOP ATTORNEY FOR COMMISSION WILL COMPLETE AGREEMENT AS SOON AS RAILROADS REACH THEIR AGREEMENT AND ADVISE COMMISSION STOP IN THE MEANTIME WE ARE PROCEEDING ON ASSUMPTION THAT ALL DIFFERENCES WILL BE SOLVED AND PROJECT IS BEING ADVERTISED FOR JANUARY NINTH

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

TELEGRAMS CABLEGRAMS RADIOGRAMS

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

25 R AR CAK

UD SEATTLE WASH 258 PM DEC 18TH 1935

R H BALDOCK
STATE HIGHWAY ENGINEER
SALEM OGN

19

YOUR WIRE DECEMBER SIXTEENTH PENDLETON GRADE SEPARATION STOP HAVE NOT RECEIVED ANY REPLY FROM DEVERS SINCE MY LETTER TO HIM NOVEMBER FOURTH COPY TO YOU REGARDING ORIGINAL DRAFT OF AGREEMENT STOP IT IS NECESSARY TO HAVE FINAL DRAFT OF AGREEMENT AS TO WORK TO BE PERFORMED BY NORTHERN PACIFIC WORK TO BE PERFORMED BY STATE WITH CONTRACTOR AND WORK TO BE PERFORMED BY O - W BEFORE WE CAN FURNISH ESTIMATE IN OTHER WORDS SETUP TO SHOW WHAT EACH ONE IS TO DO STOP MATERIAL REMOVED FROM WEBB STREET WILL BE LOADED ON CARS BY CONTRACTOR AT NORTHERN PACIFIC FRIGHT TERMINAL STOP.

Telephone Your Telegrams to **Postal Telegraph**

---

northern Pacific on a contract for their use of our line in the event we should secure positive and final assurance as to the entire elimination of Court Street as a grade crossing.

Yours truly,

cc Mr. J. M. Devers, Atty.
State Highway Commission,
Salem, Ore.

rhbaldock

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS · CABLEGRAMS · RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

PAGE TWO SEATTLE WASH. R H BALDOCK.

THIS WILL ALSO APPLY TO MATERIAL FOR NEW TRACK STOP IT IS MY UNDERSTANDING MATTER IS DORMANT ACCOUNT POSITION TAKEN BY O-W REGARDING ABANDONMENT COURT STREET GRADE CROSSING

A F STOTLER
322P

Telephone Your Telegrams to Postal Telegraph

---

to agree with the Northern Pacific on a contract for their use of our line in the event we should secure positive and final assurance as to the entire elimination of Court Street as a grade crossing.

Yours truly,

cc Mr. J. M. Devers, Atty.
State Highway Commission,
Salem, Ore.

rhbaldock

Standard
Form 2104

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

F. N. FINCH,
GENERAL MANAGER

828 PITTOCK BLOCK
PORTLAND, OREGON

Pendleton

Dec. 18, 1935.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer.
Salem, Ore.

Dear Sir:

Mr. Murray verbally informed me today that one of your men had stated to him that you were going ahead to secure bids for the overhead at Pendleton.

I wish to reaffirm my previous advice to you that we are not agreeable to letting the Northern Pacific in onto our tracks unless we are assured beyond any question of doubt that Court Street will be entirely closed across our tracks as a grade crossing.

I wish also to inform you that we have not yet been able to agree with the Northern Pacific on a contract for their use of our line in the event we should secure positive and final assurance as to the entire elimination of Court Street as a grade crossing.

Yours truly,

cc Mr. J. M. Devers, Atty.
State Highway Commission,
Salem, Ore.

rhbaldock

Form 4-B-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Court
Grade Crossings
Pendleton

December 5, 1936.

Public Utilities Commissioner
BUILDING.

Attention Mr. T. O. Russell

Gentlemen:

Mr. Baldock asks that I give you a sketch showing the location of the water main under the railroad tracks on Court Street in Pendleton.

I am attaching hereto a print of the vicinity map for the proposed pedestrian subway, and on this print is shown in red the proposed extension of the water main from the fire hydrant at Benefit Street to a point east of the main line track.

Mr. Williams advises me that at the hearing held in Pendleton, it was stated that this main was eight inches in diameter, but we find that this is in error and that the water main on East Court Street is now a six inch main as far as Benefit Street and a four inch main east of Benefit Street. The city officials of Pendleton contend that the four inch main is not sufficient for fire protection, and we are therefore showing an extension of the six inch main as shown on the attached print.

The location of the pedestrian subway is shown by the heavy line on the south side of Court Street.

NOTED
Highway Engineer

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP
Enclosure
rhbaldock

Court St.
Grade crossings
Pendleton

December 2, 1936

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

I Promised Tom Russell of the Utilities Commission office, to give him a sketch showing the location of the water main under the railroad tracks on Court Street. Williams will submit this. Please see that this is done.

Very truly yours,

State Highway Engineer

[illegible]

FORM 2-M-1 23150 900 10-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 29, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

By express there is being forwarded to you plan profile tracing showing proposed pedestrian subway to be built underneath the O.W.R.&N. tracks on East Court street in Pendleton.

You will note pencilled on the plan suggestions for ends of pedestrian tunnel as well as dimensions of the same. These, of course, are only my suggestions and may be changed to fit your ideas if you consider changes necessary.

Plan also shows the location of the extension of the 6 inch water main from the fire hydrant in front of the Pendleton Woolen Mills to a point east of the railroad tracks. At the Public Utilities Commissioners' hearing in Pendleton it was stated that this main was an 8 inch water main, but we find this to be in error. The water main on East Court street is a 6 inch main as far as Benefit street and a 4 inch main east of Benefit street. It is the contention of city officials of Pendleton that a 4 inch main is not sufficient for fire protection and a 6 inch main should be extended to a point east of the tracks since the street is to be closed.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
G. S. Paxson

DEC 2 - 1935

Const
Grade Crossing
Pendleton

November 29, 1935

Mr. J. M. Devers,

Office.

Dear Sir:

Mr. Aldrich telephoned me and was very anxious to place the Pendleton undercrossing on for the January 9th letting.

I called up Mr. Finch and he stated that they had not as yet completed their arrangements with the Northern Pacific Company. I thought that this had been done but evidently there are still some minor matters that they haven't agreed upon. I called his attention to the tri-party agreement which apparently set forth all of these things to their satisfaction, and he stated that you were to see Mr. Spencer last Monday. I was unable to tell him whether you had or had not.

He also requested that you contact the Union Pacific Company attorney who attended the last Pendleton hearing with regard to some of these details. I would appreciate your early attention to these features, to the end that we can finally complete this matter and be able to advertise the project.

I have requested Mr. Paxon to include the pedestrian tunnel and complete the plans, as per the agreement we have prepared, at once.

Yours very truly,

State Highway Engineer

RHB:PW

cc Mr. E. B. Aldrich
S. H. Probert
G. S. Paxon

Const
Grade Crossing
Pendleton

November 29, 1936

Mr. J. M. Devers,

Office.

Dear Sir:

Mr. Aldrich telephoned me and was very anxious to place the Pendleton undercrossing on for the January 9th letting.

I called up Mr. Finch and he stated that they had not as yet completed their arrangements with the Northern Pacific Company. I thought that this had been done but evidently there are still some minor matters that they haven't agreed upon. I called his attention to the tri-party agreement which apparently set forth all of these things to their satisfaction, and he stated that you were to see Mr. Spencer last Monday. I was unable to tell him whether you had or had not.

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Yours very truly,

State Highway Engineer

RHB:FW

cc Mr. T. B. Aldrich
S. H. Probert
G. S. Paxon

FORM 5-M-1 25500 500 7-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
November 29, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Const
Grade Crossing
Pendleton

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am furnishing herewith additional information required in connection with the East Pendleton Overcrossing, as per letter dictated by Mr. E. W. Hackett under date of November 25:

GRADING:

1. Distribution of excavated materials has been checked. Distribution is approximately as shown on our original plans with exception that material from the pedestrian subway will be hauled to approximate station 27 to take care of the 1200 cubic yards additional fill. In your checking of distribution of quantities you did not take into consideration materials from grading East and Point streets.

2. Embankment includes all fill at west end of viaduct, including street connections.

3 and 4. Profiles being submitted.

5. No retaining walls to be moved.

6. Profiles of East and Point streets being submitted. Profiles show new grades, sewers and water pipes. Excavation quantities for these two street connections are not included in bracket "(10,504 cubic yards)" shown on profile. Distribution of materials is as shown on the street profiles.

7. Total excavation from the east leg of the wye is 3,412 cubic yards, which is to be hauled to station 15. This is total excavation to be hauled from east wye and the

NOTED
State Highway Engineer

606

FORM 2-M-1 23306 300 7-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. G. Smith, Construction Engineer
Subject: Additional information on
East Pendleton Overcrossing.

November 29
1935.
Page 2

amount of 3,725 cubic yards should be taken out entirely. Corrected distribution shown on profile being returned.

8. No solid rock will occur on the project unless cemented gravel materials should be encountered on the bottom of cuts for the east and west legs of the wye and the cut between stations 48 and 53. In my opinion there will be no solid rock and that is why materials were classified on the "single classification" basis.

DRAINAGE:

1. Yes. I believe it will be desirable to install catch basin right of station 12+80.

2. Yes.

3. If the south gutter line of Court street is to be raised slightly for the ramp approach, catch basin is to be installed 65 feet left of station 16+60.

4. Due to lowering of street in order to secure additional overhead clearance, catch basin at northeast corner of Webb and Union should be lowered.

5. For same reason as No. 4, new catch basis required at southwest corner Webb and Union.

6. Depth of sewer at Webb and Franklin intersection 3.5, Union and Webb 4.0, State and Webb 3.8. Sewer is 8 inch vitrified clay pipe.

7. Due to change in grade line, catch basis opposite station 30+30 should be moved to opposite station 31+00. Depth of sewer at Turk and Turner 6.0, Transit and Turner 5.0,

666

FORM 2-H-1 23500 500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. M. G. Smith, Construction Engineer
Subject: Additional information on
East Pendleton Overcrossing

November 29
1935
Page 3

Hyde and Turner S.S. Sewer on Turner Street is 8 inch vitrified clay pipe. Sewers running north on Hyde and Summer streets are 6 inch cast iron pipes.

8. Yes. Note reply to question No. 7.

9. Catch basin should be placed at right curb opposite station 38+54. Sewer if 4 feet deep and is 8 inch vitrified clay pipe on Turner street.

10. For grade of sewer and water pipes, see profiles for East and Point streets. Sewer is 6 inch cast iron. Water pipe is 2 inch iron screw pipe. The 4 inch cast iron water main ends at the west side of Summer street and the 2 inch iron screw pipe continues on Turner street with a connecting pipe of the same size running north on Point street.

11. Covers and rims of existing manholes are to be used for the new manholes. The manhole covers are 24 inches in diameter. There are no house connections that will be disturbed.

12. Manhole at Turk and Turner to be raised. Manhole 10 feet north Union and Webb intersection to be lowered. For East and Point streets, see profiles.

13. Type of drainage catch basins the same type as concrete catch basin shown on Oregon State Highway standard structure. Pipe connection is 6 inch. The dimension of the frame is 36x16, being a continuous 2 inch by ½ inch iron strap. The grating consists of two 2x½ inch bars 34 inches long, separated by 2 inch bars spaced 2 inches apart.

14. Existing catch basin gratings can be used for new basin, but new frames should be furnished.

15. Yes. See reply to questions 3 and 9.

FORM 8-M-1 83308 500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

665

Mr. H. G. Smith, Construction Engineer
Subject: Additional information on
East Pendleton Overcrossing

November 28
1 9 3 5
Page 4

PAVING, CURB, SIDEWALKS:

1 and 2. Pavement is to be asphaltic concrete pavement, specifications for which should be furnished by Mr. Finkbiner.

3. Union street is paved between Court and Webb but is not paved between Webb and Railroad streets.

4. See reply to questions 1 and 2.

5. Existing walk on south side of Court street between station 17 and 18 will be used. Concrete walk on ramp should be tapered to meet existing 6 foot width at approximate station 17.

6. New curb required due to lowering of Union and Webb streets as shown on Federal Aid sheets.

7, 8 and 9. Shown on plans as requested.

RAILROADS:

1. Information shown on Federal Aid sheets.

2. See plat.

3. This is the first information I have that the tracks on Webb street are to be removed to the east line of Crosbie street. It was originally intended that the tracks be removed to the east line of Aura street and such was agreed to by the Northern Pacific at the hearing in Portland at which J. K. Thompson, Pendleton City Councilman, was present. The Northern Pacific Railroad Company wishes the track to remain in place to the east line of Aura in order that they have access to the property owned by them immediately east of Aura street. The railroad should stay with their original

Form 5-M-1 25506 500 7-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Additional information on
East Pendleton Overcrossing

November 29
1 9 3 5
Page 5

agreement and allow the tracks to be removed to east line of Aura street. No approval has been given by the city of Pendleton, at least not to my knowledge, for any track to be left in place east of Aura street. Paving shall extend, of course, over the entire distance from which tracks are removed.

4. Gravel topping and pavement for paving of that small portion of Webb street from which the mill spur is to be removed was included in original quantities. You will note this is for very small distance and will require only about 10 tons of pavement.

5. Tail track on Railroad street requires removal of curb only where crossed by the spur track, at station 4+94 on Railroad street and at station 7+50 and 7+60 on Thompson street. The total is approximately 80 lineal feet.

MISCELLANEOUS:

1. All information requested shown on the Federal Aid plans

2. Gravel topping pit is adjacent to right of way on the north side at mile point 235.5. This point is 2.6 miles east of the east end of the project.

3. See plats.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO

POST OFFICE BUILDING
PORTLAND, OREGON

Const
Grade Crossings
Pendleton

November 23, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your wire of November 19th relative to pedestrian tunnel at Pendleton. We have been requested to furnish the following information:

Volume of pedestrian traffic to use tunnel.
Number of school children to use tunnel.
What provision will be made for lighting and policing tunnel.

In this connection, approval can be given to pedestrian underpasses only when special conditions warrant such action, and that continuous lighting and policing are provided for.

We would appreciate a prompt reply in order that the requested data may be submitted.

Very truly yours,

NOTED

W. H. LYNCH
District Engineer

By

F. E Andrews
Sr. Highway Engineer

FORM 5-A-4 5M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Pendleton

November 23, 1935.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

We are enclosing herewith a list of a number of questions which have come up in working out the East Pendleton Grade Separation project. Please check over this list carefully and furnish us with the information requested therein, as soon as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H.E. Haskett
H.

CC to
R. H. Baldock
Dean Swift
L. A. Skelley

EAST PENDLETON OVERCROSSING

Additional Information Required from Field.

GRADING

1 - Check distribution shown on Federal Aid Plans. (Note Increase of ± 1200 C. Y. in fill at Sta. 27 due to raise in grade, and increase in cut of 200 C. Y. in cut from 31+80 to 38+50, for excavation on each side of pavement).

2 - Sta. 13+50 to 17+90, does "Embankment 5359 C.Y." include all fill at end of viaduct, (including connection to intersection of Franklin & Webb Sts., and incline to Court St. at left of 16+50.)

3 - Make profile of Webb St. from Post Street to Court St., on proposed new center line, and show quantity of excavation. Note Station of intersection with center line of highway and with center line of Union St.

4 - Make profile of Union St. from Court Street to Railroad St., on center line, and show quantity of excavation.

5 - Station 29+00 to 47+25 - Do any retaining walls at right have to be removed.

6 - Profile of East Street and Point St., referred to in Division Engineer's letter of June 17-1935, cannot be found. Furnish a new profile showing these street connections. Also show new grades for 6" Sewers and 4" water pipes, referred to in specifications.

Are excavation quantities for these two connections included in bracket "10504 C.Y." shown on profile of highway.

7 - Sta. 65-67. Profile shows "Exc. from "'Y'" 768; Ex from "Y" 760; Ex. from "Y" 1884 (for Truck band) total 3412 C.Y. to be brought from Y. Sta. 74+77 of E. leg of Y shows "Ex. 3723 to be hauled to Sta. 15." Is this 3412 C.Y. to come out of 3723 C. Y. shown on Y, or is the 3412 C.Y. taken from Y, in addition to the 3723 C.Y.? Show correct distribution of materials on "Y" and on highway.

8 - Where does solid rock occur?

DRAINAGE.

1 - 12+90 at Rt. is a catch basin required?
2 - 15+50 + 35' lt., should catch basin be moved to curb of safety island ± 35' Lt. of 15+70.

3 - 16+ 80 ± 65' Lt. Is catch basin required on Court St.

4 - N.E. Cor. of Webb and Union. Is catch basin to be lowered?

5 - S.W. Cor. Webb & Union. Is catch basin required?

6 - How deep is sewer on Webb Street - What size?

7 - 30+30 at Rt. Should catch basin be raised or moved on account of raise in grade in intersection Turk & Turner. How deep is sewer - what size.

8 - 31+00. Should catch basin be placed at Rt. on account of raise in grade in intersection.

9 - 38+54. Should catch basin be placed at Rt. curb to catch drainage from cut ahead. How deep is sewer? What size?

10 - Show grade for sewer and water pipe on East & Point Streets. (See items 6 - grading).) What type is sewer? What type is water pipe?

11 - Intersection of East and Point St. with Turner St. Are covers and rims of existing manholes to be used for new manholes. If so, what is size of sewer. Any house connections required.

12 - Show existing manholes and catch basins to be raised or lowered to conform to new grades.

13 - What type is to be used for new drainage inlets "Catch Basin" or "Catch Inlet". (See enclosed print).

14 - Can gratings of existing catch basins or inlets be used for new basins or inlets. If so are new frames required.

15 - Are any new gratings for catch basins or inlets required.

PAVING- CURBS - SIDEWALKS

1 - 10+00 to 17+68 - Show Typical cross section of paving recommended.

2 - Webb Street " " " " " "

3 - Is Union Street Paved?

4 - Union Street - Show typical cross sections of paving recommended if this street is paved outside of intersection of Webb & Union

5 - Sta. 17 to 18 on S. side of Court Street. Is a new 6 ft. concrete walk required, or will existing walk be used.

6 - N.E. Corner of Union & Webb. Is any new curb or sidewalk required.

7 - Show width of existing pavement and sidewalk on 40 ft. scale plat, where affected by new improvement or connecting to same.

Supposed existing curb lines have been indicated on the plan. Correct plan to show actual existing curb lines.

8 - Mark existing pavement, curbs and sidewalks to be removed on 40 ft. scale plat (on Court St. Post St. Franklin St. Union St. & Webb St.) Tint or hatch areas of pavement and walk to be removed.

9 - 40 Ft. scale plat shows new curbs and walks as planned. Mark new pavement, curbs and walks to be constructed. Tint or hatch areas of pavement and walk to be constructed. (Proposed new grades on Webb Street and Union Street are shown on this sheet.)

RAILROADS

1 - Are sources of material for fill on East R.R. connection O.K.? If not - show sources. Is truck haul on this material required for 4360 C.Y. fill, figured at 1½ Miles O.K.?

2 - On plat of railroad changes show pavement, curbs and sidewalks where streets are crossed by new tracks.(Railroad St. Webb St., Thompson St., College St.)

Show where guard rails across streets are required and length of rail required at east crossing.

3 - Agreement with R. R. companies requires track on Webb St. to be removed to East line of Crosby St. Specifications require paving of track trench to East line Aura St., one block west of Crosby St. Which is correct?

4 - Agreement with R. R. Companies requires portion of Webb St. from which Mill Spur is removed to be paved or otherwise surfaced. What is required?

5 - Does tail track on Railroad St. require removal of curb of sidewalk - if so how much?

MISCELLANEOUS.

1 - Check driveways shown on plans. Are all driveways shown required. Are any other driveways required.

2 - Gravel topping pit is at M.P. 225.5 of Old Oregon Trail.
Where is this in relation to project.

3 - Check enclosed plats (100 ft. scale/- 40 ft. scale & railroad changes).
Note any changes required.

ENCLOSURES :-

1 - Blue print of profile
1 - " " " at Y (Junction with Oregon-Wash.Hwy.)
2 - Blue line prints 100 ft. Scale Sta. 10+00 to 74+80.
1 " " " 40 ft. scale- West Approach of overcrossing
1 " " " plat of railroad changes
1 " " " drawing of catch basin- inlet, etc.
1 Blue Print of bridge department layout for West Approach

C
O
P
Y

Court
Grade Crossing
Pendleton

COPY FOR MR. Baldock
From H. B. Glaisyer, Secretary

RESOLUTION

WHEREAS It is proposed by the Highway Commission of the State of Oregon to effect a grade separation on the East approach of The Old Oregon Trail Highway to Pendleton, and

WHEREAS It is proposed to build a viaduct beginning at Franklin Street, in said City, and extending to Turner Street across the O.W.R.& N. tracks at a cost of some $180,000.00, and

WHEREAS The building of said viaduct requires the destruction of about $35,000 to $40,000 worth of property, and thereby takes said property from the tax rolls, thereby cutting off City revenues in a sum of approximately $5,500.00, and

WHEREAS The project is costly, and in our opinion, not required by the exigencies of the situation, and

WHEREAS It is now proposed to force a closing of East Court Street to vehicular traffic across the O.W.R.& N. tracks to the great detriment of the property and the citizens of Pendleton, and

WHEREAS Eureka Lodge #32 I.O.O.F. and its members are interested in all matters of Civic importance to the City of Pendleton and its people,

NOW THEREFORE, BE IT RESOLVED by Eureka Lodge #32, I.O.O.F. of Pendleton, Oregon, that it is the sense of this body that East Court Street in the City of Pendleton, Oregon, should be kept open to vehicular traffic across the O.W.R.& N. tracks, and that a copy of this resolution be furnished to the State Highway Commission, a copy to the Public Utilities Commissioner of Oregon and also a copy to the officials of the Union Pacific Railroad Company, and

BE IT FURTHER RESOLVED that the City officials of the City of Pendleton, Oregon, be asked to use any and all lawful methods or means to prevent to closing of said court street.

State of Oregon) ss.
County of Umatilla)

I, S. F. Bowman, do hereby certify that I am the duly elected, qualified and acting Secretary of Eureka Lodge #32, I.O.O.F. of Pendleton, Oregon, that the foregoing is a correct copy and transcript of the above resolution which was duly passed at a regular meeting of Eureka Lodge No. 32 Independent Order of Odd Fellows of Pendleton, Oregon, on the 19th day of November, 1935; that the seal affixed hereto is the official seal of said lodge.

(Signed) S. F. Bowman
Secretary

(Seal)

ACKNOWLEDGED
H. B. GLAISYER

CLASS OF SERVICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM	X	FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY
POSTAL TELEGRAPH—CABLE CO.
TELEGRAM

SALEM ORE NOV 19 1935

W H LYNCH

BUREAU PUBLIC ROADS POSTOFFICE BLDG PORTLAND ORE

DESIRABLE TO CONSIDER INSTALLATION PEDESTRIAN TUNNEL UNDER UNION PACIFIC TRACKS AT PRESENT COURT STREET CROSSING PENDLETON STOP THIS CROSSING ELIMINATED BY RELOCATION USING OVERHEAD STOP CAN FEDERAL FUNDS BE USED

R H BALDOCK

Telephone Your Telegrams to ***Postal Telegraph***

Court [illegible]

COPY

CLASS OF SERVICE DESIRED

FAST TELEGRAM	
DAY LETTER	X
NIGHT TELEGRAM	
NIGHT LETTER	

The sender must mark an X opposite the class of service desired; otherwise the telegram will be transmitted as a fast telegram.

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

Salem, Oregon
November 19, 1935.

A.F.STOTLER
NORTHERN PACIFIC RAILWAY CO
SEATTLE WASHINGTON

HEARING BY PUBLIC UTILITIES COMMISSIONER AT PENDLETON NOVEMBER TWENTYFIRST TO CONSIDER CLOSING OF COURT STREET CROSSING AFTER STRUCTURE COMPLETED STOP YOUR PRESENCE NOT REQUIRED BY HIGHWAY DEPARTMENT BUT SUGGEST YOU CONTACT UNION PACIFIC

R.H.BALDOCK

Telephone Your Telegrams to ***Postal Telegraph***

Const.
Grade Crossings
Pendleton

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS · CABLEGRAMS · RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16 37 R ARB CAK

UD SEATTLE WASH 406 P NOV 18TH 1935

R H BALDOCK
103 STATE HIGHWAY ENGINEER
SALEM OGN

UNDERSTAND THERE IS TO BE MEETING AT HEDELON REGARDING COURT AGREEMENT GRADE SEPARATION ON NOVEMBER TWENTY FIRST AT ONE THIRTY PM STOP ADVISE IF NECESSARY FOR NORTHERN PACIFIC REPRESENTATIVE TO BE PRESENT OR IF THIS JUST A PUBLIC HEARING TO ESTABLISH GRADE SEPARATION

A F STOTLER
450 P

Telephone Your Telegrams to Postal Telegraph

Const
Grade Crossings
Pendleton

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☐	FULL RATE ☐
DAY LETTER ☐	DEFERRED ☐
NIGHT MESSAGE ☐	NIGHT LETTER ☐
NIGHT LETTER ☐	SHIP RADIOGRAM ☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

1211-A

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

C
O
P
Y

1935 NOV 16 AM 10 47

PRB 10 15 XC PENDLETON ORG

HON J M DEVERS, ATTORNEY
HIGHWAY COMMISSION

NOTED

THURSDAY NOVEMBER TWENTY FIRST SATISFACTORY DATE FOR REHEARING ON PROPOSAL TO CLOSE COURT STREET CROSSING

GEORGE R. LEWIS CITY ATTORNEY

REFERRED TO
BY SECRETARY

November 15, 1935

NOTED

Mr. George R. Lewis
City Attorney
Pendleton, Oregon

Dear Mr. Lewis:

COPY

Supplementing our recent exchange of correspondence in regard to the proposed grade crossing elimination on Old Oregon Trail Highway near the south city limits of Pendleton, I have been asked by Mr. J. M. Devers, Attorney for the Highway Commission, to state that the Highway Commission regrets very much that an unfortunate chain of circumstances has apparently lead you to believe that this grade crossing matter was being "ram-rodded". He asked me to say that the Highway Commission would be very glad, upon request of the City of Pendleton, to reopen the entire matter and to cooperate in any proper method in order to permit the city and interested persons to present to the fullest extent any protest or other information available which would assist in arriving at a just and proper conclusion of this matter. My own past experience with the Highway Commission, and in particular with Mr. Devers, leads me to observe that you may rely upon such statement as being entirely sincere.

In order that the record may be clear please let me also state that any deficiency in the amount of notice given of the hearing at Pendleton, and any deficiency as to the persons notified of such hearing, is almost entirely chargeable to this office and not to the Highway Commission. At the time the hearing was set we realized that time for preparation of parties in interest was extremely short. There were other compelling motives which seemed to make it necessary to shorten the usual time; namely, the desire of the Highway Commission to have as many grade separation matters as possible ready for letting of contracts at the meeting of November 10; the fear that unless early and rapid action were taken in these matters that the Federal government might withdraw their former very liberal offer of cooperation in the matter of grade separations, either in whole or in part; and the third reason for the apparently hasty setting of the hearing was that it was the understanding of all parties concerned that little or no controversy would develop at Pendleton, it being assumed by all of us that the elimination of this extremely dangerous crossing was unanimously desired by the citizens and officials of Pendleton.

Let me express again my previous statement to you that no final order will be entered in this matter until each and every party in interest has had full and ample opportunity to present any protests which may be called for by the circumstances.

I suggest therefore that you immediately communicate with the Highway Commission the desires of the City of Pendleton as to further hearing. This department will fully cooperate in any agreement or understanding with regard to date and place of such additional hearing as may be agreed upon between yourself and the Highway Commission.

COPY

Yours very truly,

FRANK E McCOLLOCH

Commissioner.

FCM:MB

cc - Mr. T. O. Russell
Mr. J. M. Devers
✓Mr. H. B. Glaisyer

NORTHERN PACIFIC RAILWAY COMPANY
ENGINEERING DEPARTMENT
151 KING STREET

Const. Grade Crossing Pendleton

885-9-1

SEATTLE, WASH. November 4, 1935.

Mr. J. M. Devers,
Attorney,
Oregon State Highway Commission,
Salem, Oregon.

Pendleton, Idaho Divn: Proposed
removal of N.P. track in Webb St.
in conn. with separation of grades
at Court Street.

Dear Sir:

Please be referred to your letter of October 29 to Mr. W. C. Sloan, General Manager for the Northern Pacific Railway Company, at Seattle, together with attachment of draft of proposed agreement covering construction of the overhead crossing at Pendleton and rearrangement of track facilities, with request to be advised if same is satisfactory to the Northern Pacific.

Mr. Sloan is in Saint Paul and has requested me to handle the matter in his absence.

I have made copy of the draft which you submitted and am attaching same with certain changes and revisions made in pencil, as follows:

On Page 2, Item "C", change the wording to read "in broken white line."

Paragraph 3, Page 3, insert after the word track, on the first line, "for and to be owned by the Northern Pacific Railway Company."

Paragraph 4, Page 3, after the word of, on the second line, insert "automatic block".

Paragraph 5, Page 4, add at end of paragraph the following - "loaded on cars to be furnished by said Company."

Paragraph 7, Page 4, change to read "Procure and deed to the Northern Pacific Railway Company such additional land or lands as may be required for railroad right of way in accomplishment of the proposed improvement, save and except such lands or right of way as are now owned by the Northern Pacific Railway Company. It is agreed that the O-WR&N Company will furnish the Northern Pacific Railway Company with easements for connection between the main tracks

NOTED

NORTHERN PACIFIC RAILWAY COMPANY
ENGINEERING DEPARTMENT
181 KING STREET

A. F. STOTLER,
ASST. CHIEF ENGINEER
LINES WEST OF LIVINGSTON

SEATTLE, WASH.

Mr. Devers Nov. 4, 1935.

of the two railroads and trackage to the Collins Mill, where such tracks occupy O-WRR&N right of way or property.

Paragraph 1, Page 4, under heading "Work to be done by the Railway Companies jointly," in last line of the paragraph, following the words "use of" insert "that portion of" and in same line after "Collins Mill" at end of paragraph, add "South of the South line of Webb Street."

Paragraph 2 , Page 5, after the word "necessary" on the first line, add "automatic block."

In regard to the spur leading to the Collins Mill, it was the understanding that the State would have this track constructed at no expense to the Railway Company and that track would be owned by the Northern Pacific Railway Company, the O-WRR&N to have common user rights of all that portion of the spur lying South of the South line of Webb Street, and it was not intended that the O-WRR&N would have any rights beyond this point. I assume you overlooked mentioning in your draft of agreement the point of termination of the joint use of the Collins Mill spur.

As requested, I am attaching five additional copies of exhibit "A", with negative of same.

Yours truly,

ASSISTANT CHIEF ENGINEER.

AFS:L
Encl.

Copy to Mr. R. H. Baldock, ✓
State Highway Engineer,
Salem, Ore.

FORM 8-A-1 6M 8-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Grade Crossings
Pendleton

November 2, 1935

Mr. W. C. Williams
Division Engineer
LaGrande, Oregon

NOTED
State Highway Engineer

Dear Sir:

With reference to the Pendleton overcrossing structure, it is apparent that the clearance underneath the structure at Webb & Union Streets is a hazard where it is only eight feet in height at the westerly side of the road. It is my recommendation that you submit estimates of cost for lowering this street to thirteen feet on the east side and about eleven feet on the west side.

Please submit a sketch showing the adjustment of the street with this clearance, showing stipulations for the method of handling drainage and grade elevations.

This should be also discussed with the City Engineer of Pendleton to see that it meets with his approval.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to R. H. Baldock ✓

Const
Grade Crossings
Pendleton

EGON STATE HIGHWAY COMMISSION

Copy

RECEIVED
NOV 1 1935
OREGON
STATE HIGHWAY COMMISSION

November 2, 1935

Mr. F. N. Finch
General Manager Union Pacific
Pittock Block
Portland, Oregon

NOTED
State Highway Engineer

Dear Mr. Finch:

Following word from you over the telephone this forenoon, I contacted some of the leading members of the city council regarding closing East Court Street and they said that it would be impossible. Also that it would be inadvisable to raise the point just now as the mayor, who has a service station that will be left off the main highway, is opposed to the grade separation and would try to capitalize the situation.

The difficulty about closing the street arises from various factors, including the Pendleton woolen mills, the hospital, Catholic academy and some homes nearby and across the track. The spokesman for the council expressed the belief that 95 per cent of the traffic would use the overhead, but that it is necessary to keep the street open for local traffic to the places mentioned. It is possible that after the grade separation is provided the results may be so satisfactory that the street can eventually be closed. I am told this cannot be done now.

The improvement will provide a separation for the main highway and will be so beneficial that I trust you will see fit to approve it.

At the official hearing held here by the state highway commission it was explained by the commissioners and the engineers that the street would remain open, as will all other streets. Should this be changed in such an important particular it would be proper to have another hearing which would involve 30 days notice and dangerous delay as well as a controversy that would probably defeat the improvement.

Very truly yours,

EBA:EM

State Highway Commissioner

FORM 5-A-1 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Const
Grade Crossings
Pendleton

October [illegible], 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. Murray,
Chief Engineer,
O. W. R. & N. Co.,
Portland, Ore.

NOTED
Asst. Highway Engineer

Attention - C. A. Thompson

Dear Sir:

Herewith please find print showing the ties to the four railroad bridges at the proposed cross over track on the East Pendleton Grade Separation project. This may be of use to you in determining the railroad stationing, etc., for the proposed turnout.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Hackett
H.

CC to
R. H. Baldock ✓

FORM 8-A-1 5M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

Const
Grade Cross
Pendleton

October 28, 1935.

Mr. A. F. Stotler,
Assistant Chief Engineer,
N. P. Railway Company,
Seattle, Wn.

NOTED

Dear Sir:

Herewith enclosed please find print showing the ties to the four railroad bridges at the proposed cross over track on the East Pendleton Grade Separation project. This may be of use to you in determining the railroad stationing, etc., for the proposed turnout.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

by

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Hackett
H.

CC to
R. H. Baldock

FORM 5-H-1 [illegible]

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND

E. B. ALDRICH, PENDLETON

CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK

STATE HIGHWAY ENGINEER

SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER

LA GRANDE, OREGON

Const
Grade Crossing
Pendleton

October 26, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. N. G. Smith, Construction Engineer

Dear Sir:

Under separate cover, I am forwarding to you maps and property descriptions of additional property required in connection with the East Pendleton Grade Separation. The descriptions being submitted at this time cover right of way required for the construction of the N.P. spur track into Collin's Flour Mills and additional right of way required for the widening of Webb Street and approach of Webb Street to the overhead structure. All other descriptions of property required for the project have been previously submitted. No right of way is required for the crossover of the Northern Pacific tracks to the O.W.R.&N.Co. tracks east of the woolen mills as the property between the two tracks is owned by the railroad companies.

In connection with the property to be acquired for the N.P. spur track into the flour mills, wish to advise that tentetive arrangements have been made whereby the city of Pendleton will vacate a portion of Railroad Street between College and Thompson Streets and turn this vacated portion over to the gas plant. The gas plant in turn will deed to the Oregon State Highway Commission that portion of property which is required for right of way of the spur track.

On that portion of the O.W.R.&N.Co. property which is shaded in green on the blue print submitted, I presume the railroad will wish to grant an easement only. As the property is for spur track purposes only, it would appear to me that an easement would be sufficient.

FORM 5-M-1 23366 866 7-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
~~[illegible] EUGENE~~
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 28 1935

NOTED
State Highway Engineer

Mr. H. G. Smith, Construction Engineer
Subject: East Pendleton Grade Separation
Additional right of way
Descriptions and map.

Page #2
10-26-35

In order that there be no delay in getting the East Pendleton Grade Separation project under way, I would suggest that you have these descriptions checked as soon as possible and forward copies of the descriptions, accompanied by maps, to Right of Way Agent, Harry Benson, who is now in Pendleton negotiating for other right of way required on this project.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 2-M-1 23300 500 7-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const.
Grade Crossings
Pendleton

October 25, 1935

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

OCT 2? 1935

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Relative to Mr. Devers' suggestion that it might be cheaper to take the entire 20 foot additional right of way required along Turner Street in East Pendleton on the south side instead of 10 feet on each side:

This matter has been given previous consideration and after a very thorough investigation, it was my opinion that acquiring of 10 feet on each side would be the least expensive of the two and in addition to being less expensive, would fit Turner Street and intersecting streets better.

Mr. Benson is now engaged in acquiring right of way and it does not appear that he will have any trouble on the north side and possibly not a great deal on the south side. Practically all the property on the north side is owned by the Catholic Hospital and they seem disposed to be very reasonable, at least so far.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc H. G. Smith
   J. M. Devers

FORM 8-A-1 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Grade Crossing
Pendleton

October 22, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. A. F. Stetler,
Assistant Chief Engineer,
N. P. Railway Co.,
Seattle, Wn.

Dear Sir:

Responding to your telegramof October 14th, re data required for the proposed grade separation project at East Pendleton, we are including herewith a blue print which has been prepared to cover the information desired.

We note however that the N.P. Railroad Stationing is not given for the east line of Crosbie and Aura Streets. These are as follows:

Crosbie St. N.P. Sta. 2143+75.0
Aura St. N. P. Sta. 2146+94.7

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

R. G. Smith,
Construction Engineer.

Dictated by
R. N. Hackett
H.

CC to
R.H. Baldock
J. M. Devers

Const
Grade Crossings
Pendleton

October 21, 1935.

Mr. J. M. Devers:

The division of work between the State, the Northern Pacific Railroad and the OWR&N on the Pendleton grade separation project should be as follows:

The State to build the structure complete, together with the grading, paving, sidewalks and other miscellaneous items of work connected with the revision of roadway or street; the State also to do such earth work as is necessary to construct the new trackage for the Northern Pacific Railroad; the State to supply all right of way both for revision of the highway and for revision of the railroad.

The Northern Pacific Railroad to lay all new tracks, including ties, rails and ballast, on the grade prepared by the State, and to do such shifting of their present trackage as is necessary to complete the project.

I believe that the Northern Pacific Railroad should also remove the rails on Webb Street for that portion of the track which is to be abandoned; and I would suggest that we make an attempt to have the salvaged value at market price of these rails credited to the reimbursement which we will be making the Northern Pacific Company for work and material furnished in revising their tracks.

The Northern Pacific will also furnish such flagmen as are necessary to safeguard their operations, and to furnish such inspection as may be necessary to assure themselves of the adequacy of the construction.

The Northern Pacific Company also to make revisions to their signal system and telegraph lines.

All of the above items appear to be covered in WPA Memorandum No. 6 as proper for reimbursement to the railroad from federal funds.

The OWR&N Company to furnish such flagmen as may be necessary to safeguard their operations, to make the necessary revisions to their signal system and telegraph lines, and to provide such inspection as may be necessary to assure themselves of the adequacy of the construction.

I understand that an interlocking system connecting the Northern Pacific and the OWR&N is to be installed, and I presume that since this is on the main line of the OWR&N and on more or less of a branch line of the Northern Pacific, that the OWR&N should install this interlock.

Memorandum No. 6 provides for reimbursement to the railroads for such engineering services as are furnished. I do not know of any such engineering services being furnished the railroad on this project but the matter probably should be covered in the agreement.

C. S. Paxson

cc R. E. Baldock
H. G. Smith
R. H. Probert

Mr. J. M. Devers, #2   October 21, 1938.

I understand that an interlocking system connecting the Northern Pacific and the OWRR&N is to be installed, and I presume that since this is on the main line of the OWRR&N and on more or less of a branch line of the Northern Pacific, that the OWRR&N should install this interlock.

Memorandum No. 6 provides for reimbursement to the railroads for such engineering services as are furnished. I do not know of any such engineering services being furnished the railroad on this project but the matter probably should be covered in the agreement.

G. S. Paxson

cc R. H. Baldock
H. G. Smith
E. H. Probert

Const.
Grade Crossings
Pendleton

October 19, 1935

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Mr. Devers has brought up the matter of the widening of Turner Street in the city of Pendleton. Would it be possible to move the center line on Turner Street ten feet south so that all of the extra right of way width could be taken from the south side of the street, which I understand is the less expensive property, and avoid encroachment on the hospital property as much as possible. If this appears feasible, we can make the switch here in this office.

Please give this your immediate attention and advise Mr. E. G. Benson at the Pendleton Hotel.

Very truly yours,

State Highway Engineer

RHB:KI

cc Mr. E. B. Aldrich
Mr. H. G. Smith
Mr. J. M. Devers
Mr. E. G. Benson, Pendleton Hotel

Const.
Grade Crossings
Pendleton

October 17, 1935.

Mr. H. G. Smith
Mr. S. H. Probert
Mr. J. M. Devers

The status of the East Pendleton grade separation as I understand it, is as follows:

The structural plans are complete with the exception of one or two days of tracing on the final sheets. The grading and surfacing plans for the street work are complete, with the exception of a short section at the west end of the structure, and I have sent Mr. Williams a sketch showing the rearrangement of streets in this short section. We are working out in this office the street grades covering this rearrangement of streets at the west end of the structure and I have told Mr. Williams that we would expect from him street grades on the remainder of the project so that a complete line-up of street grade revisions could be given the City of Pendleton for incorporation in an ordinance legalizing these grade changes.

I am told that the right of way descriptions are complete with the exception of right of way needed for the railroad revisions and for some additional right of way to accommodate street revisions at the west end of the structure. I have sent Mr. Williams a sketch showing these street revisions, and have asked that he furnish right of way descriptions both for the streets and also for the railroad revisions. At the time I wrote Mr. Williams concerning railroad revisions, I was under the impression that the Northern Pacific Railroad would cross under our structure on a track separate from that of the OWRR&N Company. I am told that the O.W., however, will use the same track under the structure and therefore one of the parcels of railroad right of way which I mentioned to Mr. Williams will probably not be needed.

I do not know the status of the agreement with the railroads for this structure. Railroad agreements usually recite in detail the division of work between

NOTED
State Highway Engineer

Mr. H. C. Smith
Mr. S. H. Probert
Mr. J. M. Devers

the railroad company and the state. I have not been advised that any such division of work has been agreed upon with the railroad companies.

In the case of the S. P. railroad, the division of work is substantially as follows:

The state constructs the structure, does all street revisions, including surfacing and does such of the railroad grading as is not done under traffic.

The railroad company lays all track, including ties, rails and ballast, rearranges signal and telegraph wires, and provides such flagmen and inspection as is necessary to safeguard their operation.

We are working on a slightly different basis with the OWR&N in that the state not only does the railroad grading but also lay and ballast temporary tracks.

I would much prefer to handle this work on the same basis as in the case of the Southern Pacific Company as it involves work with which we are not particularly familiar and for which the railroad companies are much better equipped than we. The Works Program General Memorandum No. 6 issued by Mr. MacDonald permits such work to be done by the railroad company with their own forces, and provides for their reimbursement from federal funds.

Application for P.U.C. permit for this structure has not yet been made. We can supply the necessary maps and data for this application at any time. I suppose, however, that the agreement as to division of work and allocation of costs must be reached before the P.U.C. hearing is held. In the rearrangement of the N. P. tracks, I understand that there is to be a considerable length of trackage on Webb Street which the N.P. will abandon. I do not believe that a decision has been reached as to whether or not we will remove this track and resurface the street.

Mr. H. G. Smith
Mr. S. H. Probert #8
Mr. J. M. Devers,

I understand that the cost of installation of an interlocking signal system by the N. P. and OWRR&N is to be included in the cost of the project. This installation should be made by the railroads' forces.

We should reach an agreement with the railroads immediately as to the division of work between the railroad and the state and obtain from the railroad a detailed estimate of cost of the work which they will do with their own forces. Such an estimate must accompany the project statement if these costs are to be covered by federal funds.

The above, I think, substantially summarizes the status of this project at this time.

G. S. Paxson

GSP:AF

cc Mr. Baldock

Const
Grade Crossings
Pendleton

October 15, 1935

Mr. J. M. Devers
Office

Dear Sir:

Herewith communications from Mr. Finch and Mr. Sloan in which they say that both railroads are now prepared to make a contrast covering the items enumerated in my letter of September 27, 1935. Please draw up a rough draft of the agreement, setting forth the things the State and the railroad companies are to do.

Very truly yours,

State Highway Engineer

RHB:HI

NORTHERN PACIFIC RAILWAY COMPANY

OFFICE OF GENERAL MANAGER

W. C. SLOAN,
GENERAL MANAGER

SEATTLE, WASH.

October 9, 1935g

OCT 10 1935

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Negotiations with the Union Pacific for joint use of their trackage through Pendleton were successfully concluded today, and the Northern Pacific is now prepared to make a contract covering the items enumerated in your letter of September 27, 1935 on the basis of the terms stated in this letter addressed to Mr. F. N. Finch and me.

Mr. A. F. Stotler, our Assistant Chief Engineer, will represent the Northern Pacific in further negotiations with you.

Yours truly

W C Sloan

FORM B-S-1 28074 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

N. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const
Grade Crossings
E. Pendleton

Oct 12 1936

NOTED
State Highway Engineer

Mr. W.C.Williams
Division Engineer
La Grande, Oregon.

Dear Sir;

Herewith sketch showing rearrangement of streets at the west end of the East Pendleton Overcrossing. This adds to the right of way requirements the areas shown cross hatched in red. From the property map it appears that this will affect parts of lots 5,6 & 7 Block 17, parts of lots 1 &14 Block 66 and an additional part of lot 14 Block 66 all in Reservation Add. I understand that you are to furnish descriptions of this property.

You are also to furnish descriptions for property needed for R.R. relocation. From the property map it appears that we will need the N.P. relocation from Sta. L2 67 + 42.9 to Sta. L2 89 + 86.0, N.P. relocation from Sta. L3 44 + 14.6 to Sta L3 81 + 99.8 through the gas plant property and N.P. relocation from Sta L4 44+ 14.6 to Sta. L4 53 + 00 aprox. between Railroad St. and Webb St. I understand that the new N.P. track on Railroad St. is to end at the East line of Main St. near Sta. 60. The existing N.P. tracks on Webb St. from the west line of Aura St. to the north line of Court St. near the Highway grounds are to be removed.

We are to furnish the City of Pendleton with new curb grades on all city streets affected by the project. This office will work these out for those streets shown on the attached sketch west of the railroad track. You have data for other streets affected. These curb grades are to be used in a city ordinance establishing new grades on the streets affected.

An additional span has been added to the east end of the structure. I will wire you the revised station for the east end of the structure Monday morning.

Very truly yours,

Acting Bridge Engineer.

Copies to R.H.Baldock
E.G.Smith
O.A.Chase

October 11, 1935

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

Please give your attention to the immediate completion of the design of the Pendleton crossing. Confer with Probert and Smith relative to the grading, paving and railway facilities in connection with this installation. Be sure and cover each and every item, to the end that the Federal Government pay for the entire cost. Any items inadvertently omitted will of necessity have to be borne by the state.

See if Oscar Cutler has contacted the city relative to the approval of the grades. We must have the grades approved by an ordinance adopted by the City Council. The grade will include not only the grade and alignment of the overcrossing but also such changes as are planned in Webb Street and other connecting streets.

Also contact Mr. Devers at once to see that options on the right of way are taken immediately.

Very truly yours,

State Highway Engineer

RHB:MI

cc Mr. Aldrich
Mr. Devers
Mr. Probert
Mr. Smith

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(09).

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 1935 OCT 9 PM 6 13

PRQ116 CAK=PORTLAND ORG 9 555P

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

R H BALDOCK=
STATE HIGHWAY ENGR

NOTED
State Highway Engineer

YOUR LETTER SEPT TWENTY SEVENTH GRADE CROSSING ELIMINATION PENDLETON NORTHERN PACIFIC AND WE HAVE WORKED OUT AGREEMENT JOINT USE TRACKAGE AND PROPOSAL CONTAINED YOUR LETTER THEREFORE ACCEPTABLE THIS COMPANY=

F N FINCH.

No. File 9432
729

WESTERN UNION MESSENGERS ARE AVAILABLE FOR THE DELIVERY OF NOTES AND PACKAGES

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1206-A

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

PORTLAND ORG OCT. 8 1935

F. M. ~~[illegible]~~ FINCH GENERAL MANAGER U P [illegible] PORTLAND ORG

W C SLOAN GENERAL MANAGER NP SEATTLE WASH

COMMISSION IN SESSION TODAY AND TOMORROW STOP MUST KNOW YOUR ANSWER TO BALDOCKS LETTER AT ONCE STOP UNLESS WE CAN BUILD CROSSING AT PENDLETON WITH FEDERAL FUNDS NOW WILL GIVE CONSIDERATION TO ~~XXXRGXXXXX~~ PETITIONING PUBLIC UTILITIES COMMISSIONER FOR ORDER FOR CROSSING ELIMINATION ON BASIS OF PUBLIC NECESSITY AND CONVENIENCE AND REQUEST THAT COST BE PROPORTIONED TO STATE AND RAILROAD COMPANIES UNDER OREGON LAW

OREGON STATE HIGHWAY COMMISSION
H. F. CABELL CHAIRMAN

File

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

OREGON STATE HIGHWAY COMMISSION
H. F. CABELL CHAIRMAN

File

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

Const.
grade crossing
Pendleton

1206-A

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

PORTLAND ORG OCT. 8 1935

F. N. FRANK GENERAL MANAGER U P PORTLAND ORG

W C SLOAN GENERAL MANAGER NP SEATTLE WASH

COMMISSION IN SESSION TODAY AND TOMORROW STOP MUST KNOW YOUR ANSWER TO BALDOCKS LETTER AT ONCE STOP UNLESS WE CAN BUILD CROSSING AT PENDLETON WITH FEDERAL FUNDS NOW WILL GIVE CONSIDERATION TO XXXXXXXXXX PETITIONING PUBLIC UTILITIES COMMISSIONER FOR ORDER FOR CROSSING ELIMINATION ON BASIS OF PUBLIC NECESSITY AND CONVENIENCE AND REQUEST THAT COST BE PROPORTIONED TO STATE AND RAILROAD COMPANIES UNDER OREGON LAW

OREGON STATE HIGHWAY COMMISSION
H. F. CABELL CHAIRMAN

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

Const.
Grade Crossings
Pendleton

Standard
Form 2104
1-34-5M

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

F. N. FINCH,
GENERAL MANAGER

928 PITTOCK BLOCK
PORTLAND, OREGON

October 7, 1935.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter of September 27th, reply to which has been delayed due to my absence:

I think reply can best be made by enclosing to you a copy of my letter of September 26th to Mr. Sloan, General Manager of the Northern Pacific.

In connection with your letter and the map which accompanied same, the trackage shown in red and marked "N.P. Spur to Mill" should in my opinion be shown green, although you have substantially taken care of this by marking "Common User" and it therefore answers the same purpose.

I have heard nothing from Mr. Sloan in response to my letter of September 26th.

Yours truly,

F. N. Finch

cc Mr. W. C. Sloan, Seattle.

Sept. 26, 1935.

Mr. W. C. Sloan, Gen. Mgr.
Northern Pacific Railway Co.
Seattle, Washington.

Dear Sir:

Referring to your letter of September 15th and our conversation yesterday with reference to your company taking use of our line from a point just west of your crossing of the Umatilla River to your connection west of the passenger station at Pendleton with about 1500 ft. tail room to enable you to back in and out of your yard.

We are agreeable to granting your company bridge rights between these points for the sum of $2,500.00 per annum, you to have the right to reach the one industry which you now serve. However, it would be required that the track to be constructed by the State to enable you to reach that industry should not be longer than is necessary for that express purpose and that the trackage constructed by them shall be joint.

We are not agreeable to granting you the right to joint use of spurs reaching industries springing from our track. We feel that with your track located as it is in Webb Street, you are by the buildings now fronting on that street estopped from reaching the territory lying between your trackage in Webb Street and our main line and that for the amount of money which you will pay for the use of this trackage, we would not be justified in giving you equal rights insofar as industries requiring trackage springing from our tracks is concerned.

Presumably this contract would run for a long time; therefore, there would have to be some provision that would take care of the situation should there be a material advance in wages and cost of material and our proposal is that for each advance of one percent or more in wage costs there shall be a corresponding percentage of increase above the payment of $2,500.00.

In granting you this right for $2,500, it is on the basis of one train in and one train out of Pendleton each day with the understanding that if there are in excess of 30 trains in and 30 trains out in any one month, you would make a proportionate increase in payment for that month.

This is, of course, with the further understanding that either you or the State will stand the cost of connection with our track near the Umatilla River and stand the cost of the necessary signal installation at your junction with our Pendleton Branch and to protect your movement from your yard out onto our main track west of the station.

Yours very truly,

ORIGINAL SIGNED
F. W. FINCH

FORM 5-A-1 21945 5M 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const.
Grade Crossing
E. Pendleton

October 3, 1935.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

In the construction of grade separation and approaches, only that portion within 1500 ft. of the railroad center line on each side can be charged to and paid from Federal Funds. It is therefore necessary to break our grade separation estimates into two parts, participating and non-participating. We would like to have this break-down for the East Pendleton Grade Separation at your earliest convenience. All other grade separation estimates should be split in this manner.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

R. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
E.

CC to
R. H. Baldock

September 27, 1935

(2) The construction of the spur track shown in red on the map and designated by the words "Northern Pacific spur to mill";

(3) A connecting line shown in red on the map, which will connect the Northern Pacific Tracks with the O. W. R. R. & N. Company's tracks;

(4) Remove from Webb Street the tracks of the Northern Pacific Railway Company noted in yellow on the map and extending approximately from River Street to Aura Street, including the portion of the spur track likewise noted in yellow;

(5) Reimburse the O. W. R. R. & N. Company for the cost of installing necessary traffic signals and provide or reimburse the company or companies for the cost of any additional materials required in connection with said proposed improvements after allowing for any salvage values.

This plan and proposal contemplates that the two companies will use jointly under such arrangement and subject to such conditions as the companies may agree upon the O. W. R. R. & N. Company tracks shown in green on the attached map, and that the companies shall use jointly under such arrangement and subject to such conditions as the companies may agree upon the spur track shown in red on the map.

This plan and proposal contemplates likewise that the things herein enumerated with respect to track removal, spur construction and installation of traffic signals are to be accomplished without expense to the companies, or either of them and are to become a part of the cost of the said grade separation, which grade separation is to be constructed without cost to the companies, or either of them.

The proposed improvement is to be paid for with funds made available by the Federal Government for the elimination of grade crossings. A time limit has been fixed within which projects which are to obtain the benefits of said funds must be placed under contract. That time is short; therefore, we earnestly request a prompt response by each of the above companies to this proposal.

Respectfully submitted,

State Highway Engineer

JMD:PW

Sept 26, 1935

RESOLUTION

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Hall of the City of Pendleton on September 17, 1934, for the purpose of conducting a hearing as provided for in said law with respect to the proposed change in the point or place of entrance of the Old Oregon Trail into said City on the westerly side thereof, and the proposed change of a portion of the route through said City; and

WHEREAS, said meeting was called to order by Leslie M. Scott, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route and alignment of said highway and the proposed change in the point of entrance of said highway into said City from the westerly direction, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard for or against said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, because of the fact that there was contemplated a change in the point of entrance of said highway at the easterly city limits and also a proposed change in a portion of the route through said City from said easterly entrance, it was deemed advisable to postpone final action with respect to the matters discussed at said meeting until such time as the proposed change of the easterly entrance of said highway and the route through the City leading therefrom; and

WHEREAS, thereafter, to wit: on the 9th day of September, 1935, pursuant to the requirements of said law, the Highway Commission met in the City Hall of the City of Pendleton for the purpose of conducting a hearing with respect to the proposed change in point of entrance of said highway into the City of Pendleton from the east, and with respect to a proposed change in portion of the route of said highway in and through said City; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route and alignment of said highway, and also the proposed change in the point of entrance of said highway into said City from the easterly direction, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard either for or against the said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the records and minutes of the meeting and had declared their approval or disapproval, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made both for and against the said proposed change at said public hearing, and after due and full consideration of all of the matters and the arguments and declarations made both for and against the proposed change of the point of entrance of said highway into the City of Pendleton from the westerly limits and the proposed change of the route of said highway in and through the City extending from the said westerly entrance, and the Commission now being fully advised with respect to all of said matters, it is the judgment and opinion of the Commission that the interests of the State at large will be best served by the adoption of both of said proposed changes in the route of said highway in and through the said City and the change in the point of entrance into the said City from the westerly direction and the proposed change in the point of entrance into said City from the easterly direction, all of which said changes will, in the judgment of the Commission, make possible a better alignment, a more serviceable and convenient thoroughfare into, in and through the said City, and, therefore, that the route and alignment of said highway should be altered and modified and the point of entrance into the said City from the westerly direction thereof and the point of entrance into said City from the easterly direction thereof changed and the route in and through said City should be fixed and determined, all as in said notices announced and at said hearings heard and discussed;

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the Old Oregon Trail as the same enters the City of Pendleton from the westerly direction and as the same enters the City of Pendleton from the easterly direct thereof, and the route in and through said City, shall be and the same hereby is located along a route and streets defined and described as follows, to wit:

> Beginning in the center of the present constructed highway where the same intersects the Westerly City Limits of the City of Pendleton, said point being in the center of Webb Street; thence Easterly along the center of Webb Street to a point which is approximately the intersection of Webb and Fest Streets. Thence in a northeasterly direction across Blocks 17 and 16, Reservation Addition, crossing Franklin Street, to an intersection with the (proposed) relocated Oregon Trail Highway in said Block 16. Thence following along the center of the relocated Old Oregon Trail Highway in a southeasterly direction across Blocks 16, 66, 65, 64, 63 and 130, (crossing Webb, Union, State, Benefit and Turk Streets) to a point in the center of Turner Street; said point being approximately 150 feet east of the intersection of Turk and Turner Streets. Thence easterly along the center of Turner Street to the East boundary of said Reservation Addition; thence continuing along the same easterly direction approximately 210 feet. Thence in a northeasterly direction, leaving the said Old Oregon Trail Highway approximately 800 feet to a point in the center of the present constructed Oregon-Washington Highway, which point is approximately 100 feet distant southwesterly from the southerly end of the bridge over the Umatilla River.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and markers and make proper record thereof in the records of the Highway Commission, and erect proper signs on the streets over which said highway is routed and proceed with the permanent improvement and maintenance of said highway along the route herein defined and in harmony with plans and specifications heretofore

, City Recorder.

by this Commission approved.

4. That this resolution be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the Mayor of the City of Pendleton and a like copy to the County Court of Umatilla County.

Charles E. Durnett, City Recorder.

ON THE TRANSCONTINENTAL AIR LINE

HOME OF THE ROUND-UP

PENDLETON OREGON

CITY OFFICIALS
C. A. MOLL - - - - Mayor
CHARLES E. BURNETT - Recorder
GEORGE R. LEWIS - City Attorney
H. W. DICKSON - - - Treasurer
DR. I. U. TEMPLE, City Health Officer
C. E. LEMONS - - Chief of Police
WM. BATCHELOR - - Fire Chief
ALFA A. PETERS, Street Commissioner
PETER BELLOMO - - - Sexton

COUNCILMEN
ROY BUCHANAN
J. DE WILDE
GEORGE FERGUSON
PAUL KAIP
J. A. MONESE
E. C. OLSEN
JOE STOVER
J. K. THOMPSON

CITY OF PENDLETON

OFFICE OF
Recorder

September 26,1935.

NOTED
State Highway Engineer

Copy

Mr. W. C. Sloan, General Manager,
Northern Pacific Railway Co.,
Seattle,Washington.

Dear Sir:-

Our Councilman,Mr.J.K.Thompson,who attended the meeting in Portland yesterday where there were present yourself as well as the Highway Commission of this State and representatives of the O.W.RR & Nav. Co., and discussed with other Members of the Common Council to-day in Pendleton as to your desire to have certain trackage on West Webb Street from Ann Street to Aura Street and also under the joint user plan with the O.W. RR. & Nav. Co.,your desire to have a spur on a certain tangent to Main Street from the O.W. on Railroad Street and then on another tangent North and East to service the Western Milling Co.. The Councilmen stated that such plans would be approved if there were no other way to work out the problem as affects West Webb Street from Ann to Aura Street as it is the absolute desire that all tracks be removed from Webb Street and it is considered that with a rearrangement of the N.P. tracks on your property in blocks 47 to 53 Reservation Addition and the removal of your water tank (as you are using City water) and the relocation of your turntable that it would be entirely unnecessary for you to wish or need tracks on Webb Street. Your road has a spur from the O.W.RR & Nav. Co. main line and it seems reasonable that tracks could be frogged off of that spur. We are enclosing maps of the two sections referred to above and we await your further communication just as soon as possible so that this matter may be concluded.

Very truly yours,
The City of Pendleton, by,
Charles E. Burnett, City Recorder.

Const
Grade Crossings
Pendleton Spur

September 25, 1935

Mr. H. B. Glaisyer
Office

Dear Sir:

The estimated cost for building connecting track between the N. P. and U. P., Pendleton, is $3,000. Installing of automatic track signals $3,322. Total $6,322. Please have these at the hearing.

Very truly yours,

State Highway Engineer

RHB:HI

FORM S-H-1 300 4-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. B. ALDRICH, COMMISSIONER
PENDLETON, OREGON

Const
Grade Crossings
East Pendleton

September 19, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Two different developments here affect our great separation subject. One is the fact the owners of the Athena cannery (confidential) wish to move their plant to Pendleton. I was with them and the chamber of commerce officials this morning and they desire to construct quite a large plant in the west end of town. They are unable to operate at Athena because of lack of water. L. L. Rogers, who is the chief owner, inquired particularly of the grade separation and I told him all I could. They will truck peas into Pendleton from the Adams and Athena country and will have a very heavy movement during two months of the summer and need to make the best time possible. They are very anxious that the grade crossing be eliminated before next crop year, if possible, and I told them I would see what I could do. When we have the meeting with the Northern Pacific and Union Pacific engineers I will have Mr. Powers, manager of the U. S. National bank and president of the chamber of commerce, with me, and one of the representatives of the owners, in addition to Mr. Williams. They will then be able to speak for themselves on the subject. The plan they have in mind is so advantageous to Pendleton that we wish to do everything possible to expedite matters.

The other angle arises from discovery of the fact that the Northern Pacific apparently does have a franchise for use of Webb Street. Apparently it was granted in 1889. Whether or not this could be cancelled, I am not clear, but understand the city has the right to do so. However, this may make it more difficult to deal with the Northern Pacific and make it necessary, if they insist on building them a separate line. However, it may make the Union Pacific more agreeable to a compromise.

I thought I would let you know these developments, and wish you would inform me as soon as you can as to when the conference will be held. If we are to have the overcrossing finished by next summer, as is strongly urged, we should get busy as soon as possible. The pea industry is becoming a real thing here and the cannery will be very important for local employment.

Very truly yours,

E B Aldrich

State Highway Commissioner

EBA:EM

BE IT RESOLVED by the Common Council of the City of Pendleton that the Northern Pacific Railroad tracks in the said City along Webb Street constitutes a nuisance, and said City hereby demands that the Northern Pacific tracks along Webb Street in the City of Pendleton be forthwith removed by the Northern Pacific Railroad Company.

STATE OF OREGON)
COUNTY OF UMATILLA) SS.
CITY OF PENDLETON)

I, Charles E. Burnett, the duly appointed, qualified and acting City Recorder of the City of Pendleton, Umatilla County, Oregon, do hereby certify that the within Resolution is a true and exact copy of said Resolution as adopted by the common council of the City of Pendleton on the 16th day of September, 1935, which original resolution is on file and a part of the records of the City in the office of the City Recorder of the City of Pendleton, Umatilla County, Oregon; that the seal affixed here to is the corporate seal of the City of Pendleton, Umatilla County, Oregon.

Charles E. Burnett.
City Recorder

FORM 8-S-1 28572 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const
Grade Crossing
East Pendleton

August 26, 1935.

Mr. E. B. Aldrich
State Highway Commissioner
Pendleton, Oregon.

Dear Mr. Aldrich;

I am sending you under separate cover a revised plan of the East Pendleton Overcrossing, showing the street arrangements at the west end. We have flared out the retaining wall on the south side of the structure, have cut off a corner of the intersection of Webb and Franklin Streets, and have revised the alignment of Webb Street underneath the structure.

I believe that this arrangement will take care of Webb street traffic in an adequate manner. Before going ahead with the design of this portion of the structure we would like to have your approval of this layout and any suggestions which you have to make in regard to modifications thereof.

I was under the impression that the layout originally sent you had been discussed with you and was satisfactory. However, I readily see your point in regard to providing a better arrangement at the corner of Webb and Franklin Streets.

I hope the new layout is satisfactory and regret that we have caused so much delay in getting this to you.

Very cordially yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. Baldock

FORM 5-M-1 22344 500 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const.
Grade Crossing
Separation - East Pen

August 26, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

There was recently mailed to Mr. Aldrich a sketch of the proposed East Pendleton Grade Separation together with a plan showing street lay-outs at the intersection of Court and Webb Streets. When Mr. Aldrich received these plans, he called me on the telephone and requested that I call at his office to talk the matter over with him.

Mr. Aldrich objected to the proposed plan connecting ~~of~~ Webb Street to the proposed structure and it is his opinion that a better connection should be afforded for Webb Street.

I have discussed with you at various times method of connecting Webb Street and was under the impression that Webb Street would be connected by cutting the corner of Franklin and Webb Streets a sufficient distance to permit a connection along the manner shown on the sketch I am enclosing herewith.

It is my understanding that such a connection would be suitable to all the businessmen of Webb Street and that the only additional cost of such connection would be the purchasing of one lot in block 17. If a connection similar to that shown in the sketch is not provided for, I believe considerable objection will be voiced at the hearing to be held in Pendleton. There may be reasons pertaining to the entrance of the structure which would make such an approach impractical, but if there are, I do not know of them. I believe it would be well to give this connection consideration before definitely committing ourselves to the plan of connection shown on the sketch mailed to Mr. Aldrich.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

this has been taken care of

FORM 2-X-1 200 4-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. B. ALDRICH, COMMISSIONER
PENDLETON, OREGON

August 20, 1935

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Under separate cover I am sending you a tracing of the East Court Street crossing sent to me by Mr. McCullough, which I think should receive further study in your hands, perhaps with Mr. H. G. Smith cooperating.

The connection, as shown in this sketch, with the Oregon-Washington traffic on Webb Street is extremely awkward and it seems to me will cause unnecessary hazard and confusion. As you will note, traffic going east on Webb Street and wishing to get on the overhead will have to make two sharp turns. To eliminate this, I suggest that a corner be taken off at the corner of Franklin Street and Webb Street, and that a better connection be made by means of a low fill or a ramp connecting at some proper place near the line marked "end of the bridge". It was my understanding that this sort of an arrangement was to be made. Mr. Williams, who was here today says that at the point marked "end of the bridge", the grade will be six feet above the level of Court Street and that it will not come down to the level of Court Street until it is approximately opposite the west side of Franklin Street. If this is the case, a diagonal grade to the overhead from Webb Street would certainly be vastly safer than the route proposed in this sketch. Since the ~~street~~ state is to take for right of way purposes, all of the land in the triangle between Franklin, Webb and Court Streets, I see no reason why a proper connection should not be made.

There should also be provision so that travel wishing to go south along Webb Street may do so. This is done now at the junction of Webb and Court, and Webb and Alta Streets, and no difficulty arises. As I understand it from this sketch, the plan calls for a circle connection, somewhat like the one at the Ross Island bridge, and a traveler coming west, wishing to go on Webb Street would have to circle to the right on East Court thence back around to Union Street and finally west on Webb Street. That would be extremely confusing and in my judgment is not practical in a small town like this. Should that construction be carried out, people would not understand it. Instead of turning to the right, they would go on down Court Street and cross over to Webb on one of the intersecting streets, or else they would ignore the signs and make a direct crossing at the junction with the overhead on Franklin Street. There is no great ~~confusion~~ congestion on this street and a man would not ordinarily take the circle to the right going three blocks further when he would probably have no ~~course~~ cars in front of him to impede his progress.

I showed the sketch, today, to Dr. I. U. Temple, who is the owner of the Dorion Hotel on Webb Street. If the plan should be submitted as shown by this sketch I am sure there would be very strong protests. Webb Street carries considerable traffic and will carry much more after the railroad is moved, as it is the most direct street leading south and goes through an uncongested part of town.

Mr. Williams, who was here today volunteered to write to you also, or to Mr. Smith. It seems so simple to arrange the proper connection that I hope it can be accomplished. I wanted the sketch so as to print a cut of it, but I am not doing so as I am afraid the publication would merely add to the confusion over what is contemplated.

Very truly yours,

State Highway Commissioner

EBA:EM

Adm: Appointments

Standard
Form 2104
1-34-5M

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

F. N. FINCH,
GENERAL MANAGER

828 PITTOCK BLOCK
PORTLAND, OREGON

103-1

July 13, 1934.

RECEIVED
[illegible] 193[illegible]
OREGON
[illegible] COMMISSION

Mr. E. B. Aldrich,
State Highway Commissioner,
Pendleton, Ore.

Dear Mr. Aldrich:

Your letter of July 11th was received too late to me to advise Mr. Connett to make an appointment with Mr. Williams since he left for Pendleton the evening of the day your letter was written.

I did, however, telegraph him and am now in receipt of wire advice from him to the effect that he will confer with City officials today or tomorrow or as soon as Mr. Williams, now at Joseph, can get to Pendleton for this purpose.

Yours truly,

ORIGINAL SIGNED
F. N. FINCH

Mr. R. H. Baldock,
Mr. W. C. Williams.

NOTED
State Highway Engineer

June 10, 1935.

Mr. R. H. Baldock

I am transmitting herewith two sets of blueprints of the OWRR&N and N. P. crossing in East Pendleton. The first sheet indicates the construction of a ramp to Webb Street, the second sheet the construction of an overcrossing without the Webb Street ramp, and the third sheet a general map of the vicinity.

The structure with the Webb Street ramp will cost approximately $140,000. The structure without the ramp will cost approximately $116,000.

When we were in Pendleton you suggested that this department make studies including estimates for both of these projects after which it was your desire to submit them to the Highway Commission for final decision. In response to this request, the attached plans and this report are submitted.

It would appear that the structure without the ramp should be preferred for the following reasons:

1. The ramp adds about $24,000 to the cost of the project.

2. The ramp involves an eleven per cent grade in order to intersect Webb Street at its intersection with Franklin Street.

3. The ramp design involves two unavoidable traffic intersections which I have indicated in red at points "A" and "B" whereas these traffic intersections are avoided in the alternate design.

4. In addition to the traffic intersections at points "A" and "B" hereinabove mentioned, it will probably be difficult to keep west bound traffic on Court Street heading onto the bridge from crossing traffic at points "C" and "D" for the reason that the alternate routing underneath the structure and around onto the structure by way of Franklin Street involves the negotiation of a bottle neck on Webb Street.

As compared with the ramp location, the alternate eliminates all traffic intersections on the structure proper and involves only one intersection on the approaches at the point which I have indicated by the letter "A" in red and the traffic intersection at point "E" which is unavoidable in either case.

I understood that you wanted to study this over before making your report to the Highway Commission. If there is any further material which you desire, we shall be glad to supply it.

C. B. McCullough

CBM:AP
Attached

June 18, 1938.

Oregon State Highway Commission

NOTED
State Highway Engineer

Gentlemen:

I am transmitting herewith copy of a report by C. B. McCullough, relating to the design for the proposed overcrossing of the O.W.R.R.& N. and N. P. railroad tracks in East Pendleton.

Sheet No. 1 indicated the construction of a ramp to Webb Street; Sheet No. 2, the overcrossing without the Webb Street ramp; and Sheet No. 3, a general map of the vicinity.

The salient features with relation to both crossings are as follows:

1. The crossing involving the ramp will cost about $140,000; the crossing without the ramp $116,000. In consequence, the ramp adds about $24,000 to the cost of the project.

2. The use of the ramp involves an eleven per cent grade in order to intersect Webb Street at the intersection of Franklin Avenue. This eleven per cent grade will cut down the sight distance to 350 feet.

3. The ramp design also involves two unavoidable traffic intersections indicated in red at points A and B.

4. Furthermore, Webb Street continuing east is practically blocked, which will probably make it difficult to keep westbound traffic on Court Street from heading onto the bridge and crossing traffic at points C and D.

5. As compared to the ramp location, the construction minus the ramp will eliminate all traffic intersections on the structure proper and involve only one intersection on the approach, indicated by the letter "A" where a left-hand turn will be necessary in addition to traffic points B where left-hand turns are unavoidable in either case.

I am sure that the crossing without the approach ramp to Webb Street will be much more satisfactory and eliminate some definite traffic hazards and save eighteen per cent of the cost, and for these reasons, I would recommend the selection of the type of structure which does not involve the use of the Webb Street ramp as shown on Sheet 2.

Very truly yours,

State Highway Engineer

RHB;HI;AP

FORM 5-A-1 10162 10M 7-36

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

June 18, 1938.

Oregon State Highway Commission

Gentlemen:

I am transmitting herewith copy of a report by C. B. McCullough, relating to the design for the proposed overcrossing of the O.W.R.R.& N. and N. P. railroad tracks in East Pendleton.

Sheet No. 1 indicated the construction of a ramp to Webb Street; Sheet No. 2, the overcrossing without the Webb Street ramp; and Sheet No. 3, a general map of the vicinity.

The salient features with relation to both crossings are as follows:

1. The crossing involving the ramp will cost about $140,000; the crossing without the ramp $116,000. In consequence, the ramp adds about $24,000 to the cost of the project.

2. The use of the ramp involves an eleven per cent grade in order to intersect Webb Street at the intersection of Franklin Avenue. This eleven per cent grade will cut down the sight distance to 350 feet.

3. The ramp design also involves two unavoidable traffic intersections indicated in red at points A and B.

4. Furthermore, Webb Street continuing east is practically blocked, which will probably make it difficult to keep westbound traffic on Court Street from heading onto the bridge and crossing traffic at points C and D.

Oregon State Highway Commission, #2   June 21, 1938.

6. As compared to the ramp location, the construction minus the ramp will eliminate all traffic intersections on the structure proper and involve only one intersection on the approach, indicated by the letter "A" where a left-hand turn will be necessary in addition to traffic points X where left-hand turns are unavoidable in either case.

I am sure that the crossing without the approach ramp to Webb Street will be much more satisfactory and eliminate some definite traffic hazards and save eighteen per cent of the cost, and for these reasons, I would recommend the selection of the type of structure which does not involve the use of the Webb Street ramp as shown on sheet 2.

Very truly yours,

State Highway Engineer

RAB:HI:AP

NORTHERN PACIFIC RAILWAY COMPANY
ENGINEERING DEPARTMENT
181 KING STREET

A. F. STOTLER,
ASST. CHIEF ENGR.
LINES WEST OF LIVINGSTON

[illegible]
Grade crossing
Grade separation

585-7-1

SEATTLE, WASH. July 18, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Pendleton, Idaho Divn: Proposed separation of grades in vicinity of Court St., affecting N.P. track in Webb Street.

Dear Sir:

Please refer to your letter of July 12, in reply to mine of May 10 approving of Plan "B" of the several plans you submitted with yours of April 4 written by Mr. H.G.Smith, Construction Engineer; also my tracer of July 2, inquiring status of what is known as the East Pendleton grade separation, which affects Northern Pacific track in Webb St.

You advise in your letter of July 12 that the project is still in a more or less formative state but that it was your understanding, from conversation with Mr. Murray, of the Union Pacific, that negotiations were still under way for the adoption of a joint user plan by the two Companies, similar to Plan "C", and Mr. Murray further stated that the Union Pacific was unwilling to give up any part of its right of way for construction of Plan "B." You also advise that you feel that the joint user plan, which I infer is Plan "C", is the ideal solution of the problem for the benefit of all concerned.

Plan "C" calls for the use of Union Pacific tracks and that Company has submitted a tentative valuation, on which the Northern Pacific is asked to pay rental greatly in excess of what we can afford, and, in addition, we are required to pay our proportion of maintenance, which would be very expensive. This joint usage gives the Northern Pacific only bridge rights but no privileges for serving any of the industries now served by it or any future industries. You will recall that the Collins Mill Company advised that they must have service on the West side of their mill, as the mill is so situated that they cannot confine the entire operation to the South side, but the Union Pacific will not permit any switching to this layout by the Northern Pacific but state that any switching to be done would have to be on a car basis.

This situation, with bridge rights, would block the Northern Pacific from serving any of the existing or future industries for the distance that the Northern Pacific would operate over the Union Pacific - in other words, the Northern Pacific would be practically shut out from the Town of Pendleton and I do not think the Town itself wishes the Northern Pacific to be penalized in this manner.

When we met with you and the Town officials on March 14, it was pointed out that there would be little, if any, difficulty in using Plan "B" - in other words keeping the Northern Pacific as a whole, as it is in its present location - and I understood you would locate the track under Plan "B" in Railroad Street, just outside of the Union Pacific right of way on what would be the parking strip, and that there would be very little interference with the Union Pacific if this plan was followed, although there would be a little property taken from the Union Pacific at the Southeast corner of Thompson and Railroad Streets.

I do not think you have been fully apprised of all the facts in regard to Plan "C" as against Plan "B" and I would be pleased to meet with you at any time you specify, at Salem, and go over the entire matter with you, in order that you may have the full facts before you of the Northern Pacific's position in this matter.

Yours truly,

AFS:L

ASSISTANT CHIEF ENGINEER.

Const
Grade Crossings
Grade Separation

July 12, 1935

Mr. A. F. Stotler,
Assistant Chief Engineer,
Northern Pacific Railway Co.,
181 King St.,
Seattle, Wash.

Dear Sir:

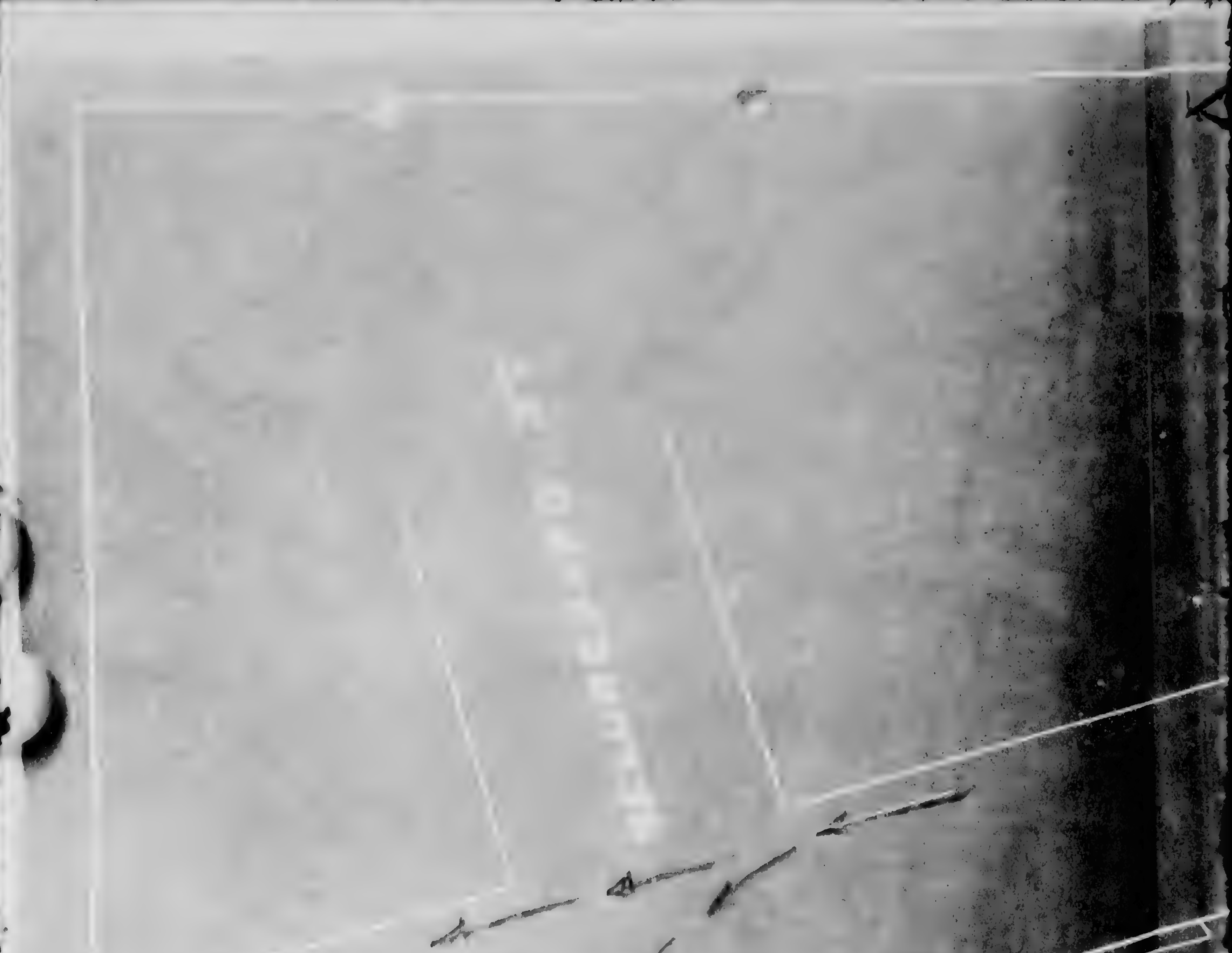
The East Pendleton Grade separation project is still in a more or less indeterminate state as it was my understanding from Mr. Murray of the Union Pacific that negotiations were still under way looking toward the adoption of the joint user plan by both companies which would be similar to plan "C" and he also advised that the Union Pacific was unwilling to give up any of their right of way for the construction of Plan "B".

We feel that this is the ideal solution of the problem with respect to orderly improvement of the city of Pendleton and in fact to be the only scheme which satisfies all conflicting interest. The occupation of a strip along Railroad Avenue between Aura and Johnson Streets is offering relief to Webb St. to the detriment of Railroad Ave., therefore if both streets can be left completely free, it certainly will be to the improvement of Pendleton and to the satisfaction of property owners on the north side of Railroad Ave.

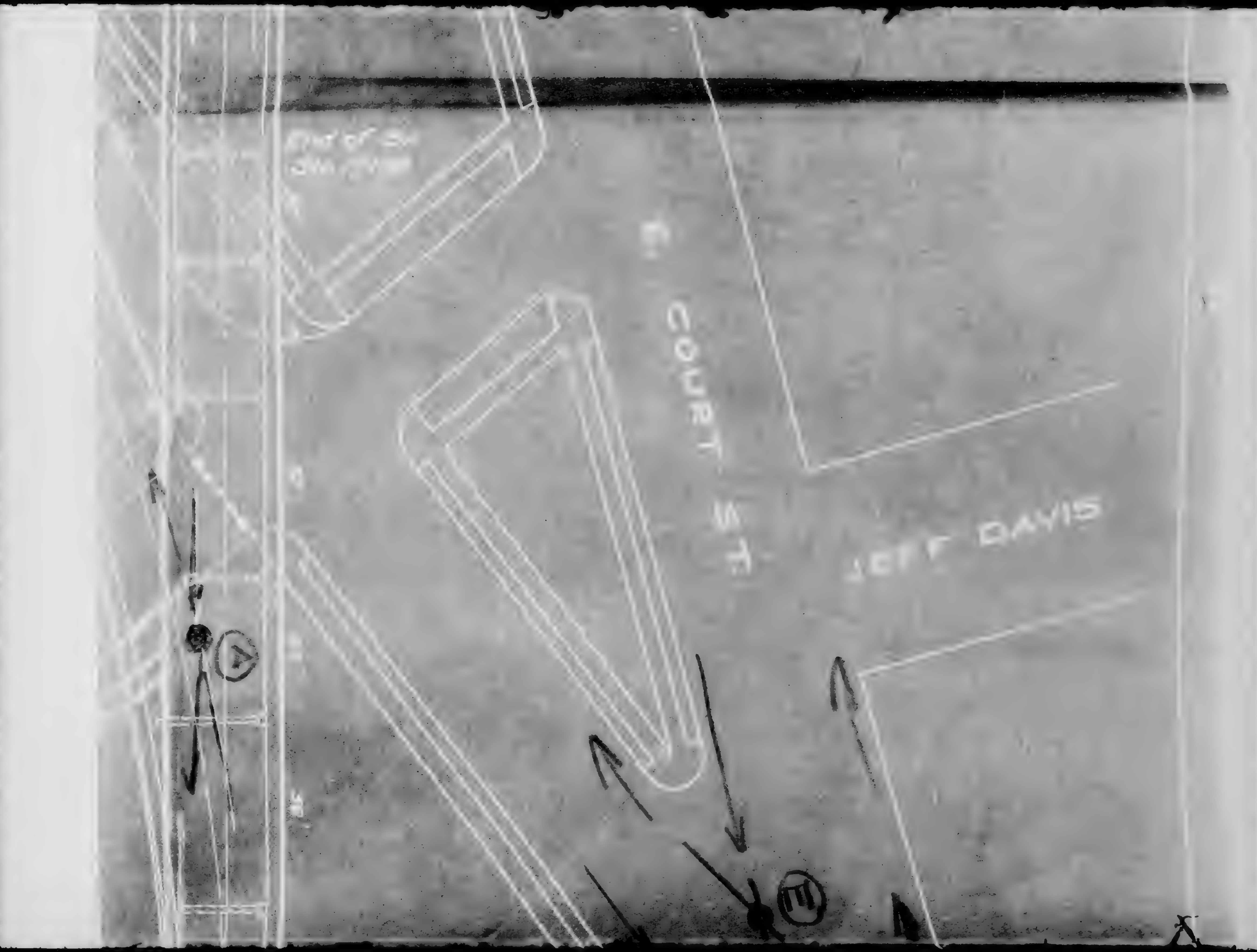
We had always understood that the difficulties of two companies operating on the Main Line through Pendleton were very serious and therefore had not stressed the joint user plan but now that the Union Pacific - the major company involved - is agreeable to the plan, we are at a loss to understand the hesitancy of the Northern Pacific and wish to ask that further consideration be given to the joint user scheme. An insistance on plan "B" may invalidate the whole scheme and certainly will greatly complicate the arrangement for its adoption.

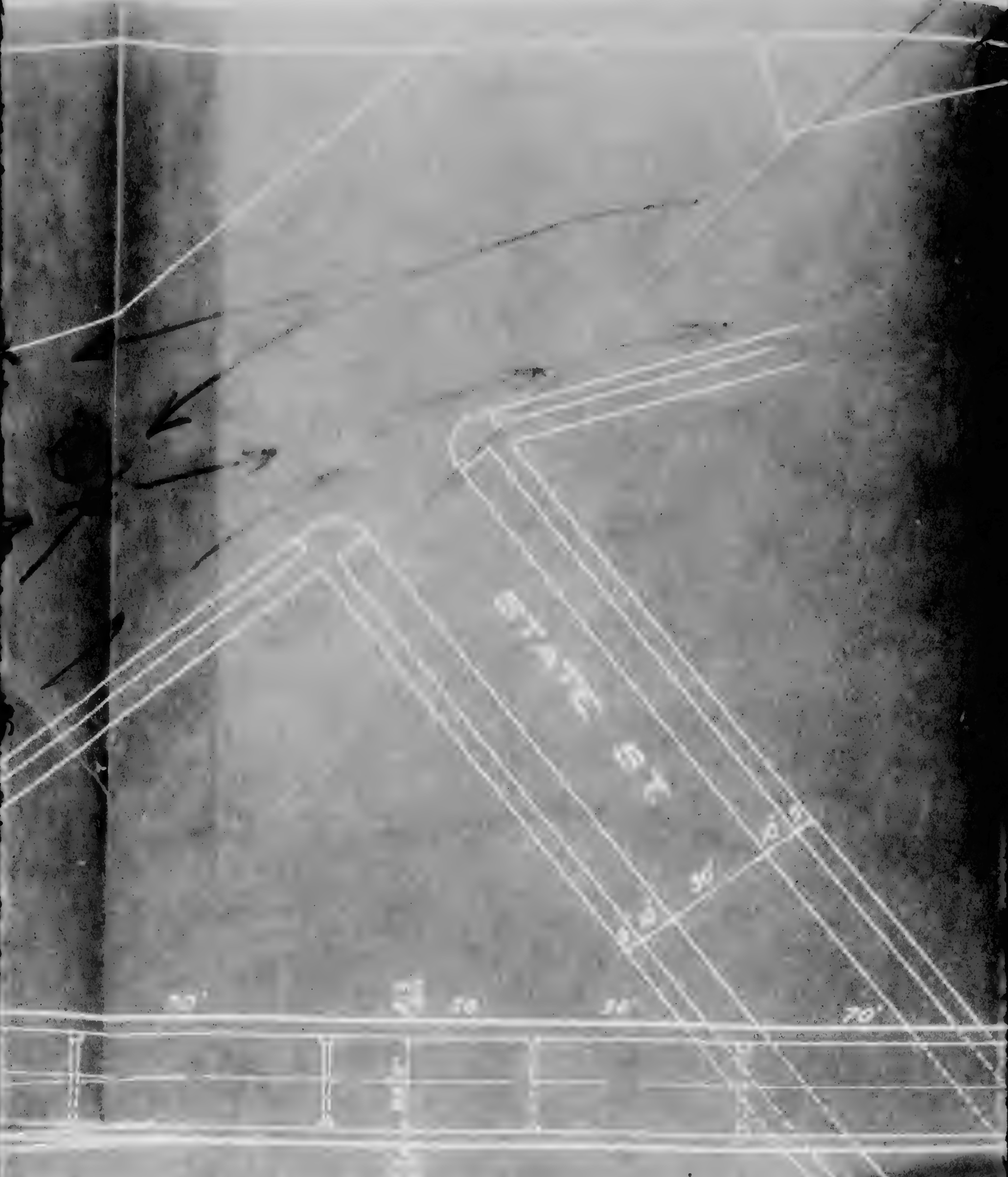
Yours very truly,

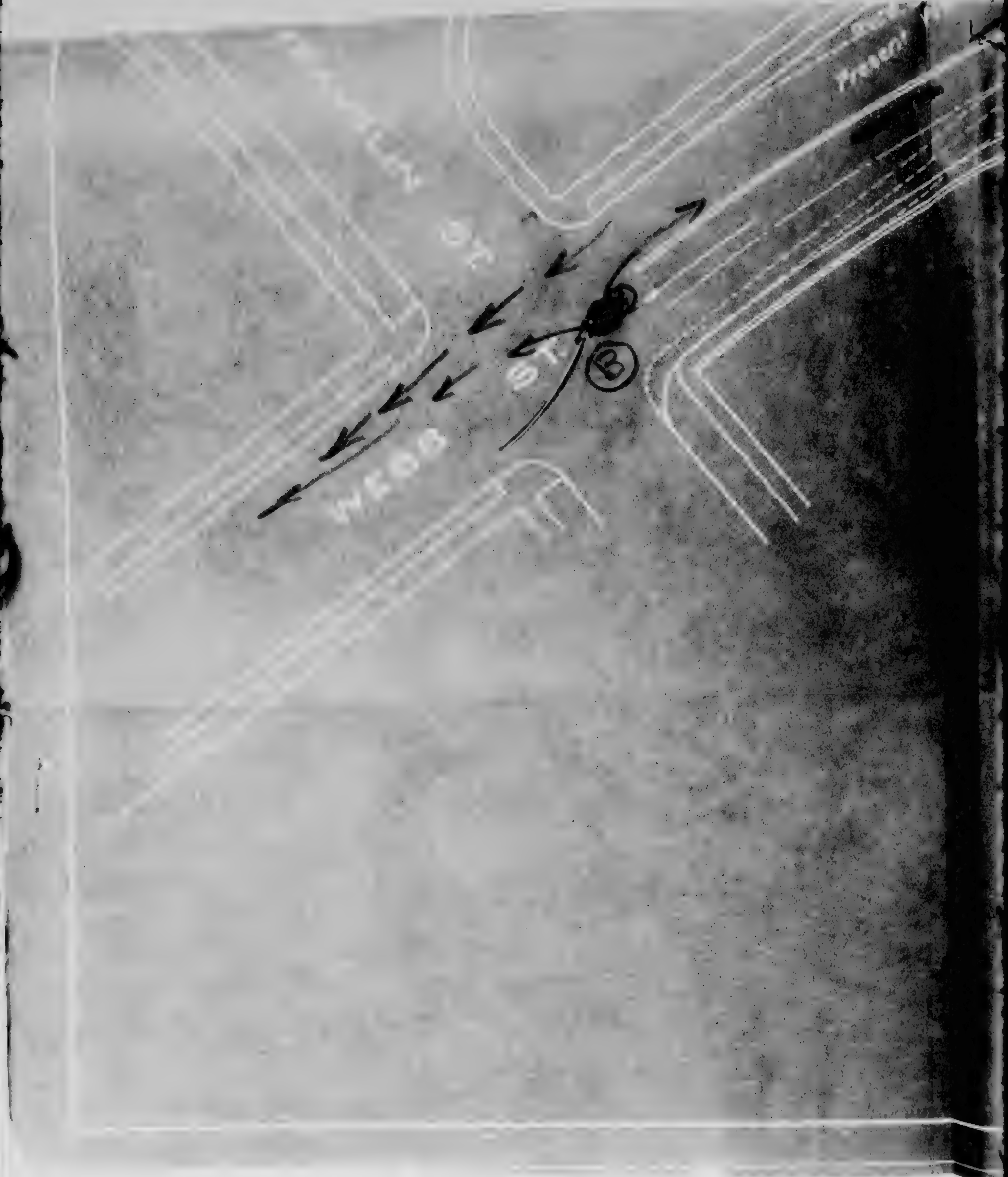
R. H. BALDOCK,
STATE HIGHWAY ENGINEER.



C
D


End of Sw
E. COURT ST.
JEFF DAVIS
A
E


STATE ST
5'
30'
5'
50'
34'
70'


Present
FRANKLIN ST
WEBB ST
B

[illegible]

Bridge Engineer

[illegible] Engineer

OREGON
STATE HIGHWAY COMMISSION

O.W.R.R.&N. OVERCRO

AT

EAST PENDLETON

ON

OLD OREGON TRAIL

PLAN AND ELEVATIO

SCALE AS NOTED
JUNE 4, 1925
CALC. BK. NO.

DRAWN BY
TRACED BY C.H.R.
CHECKED BY

SHEET
BRIDG
DRAWI

ACCOMPANIED BY DWGS.

OREGON
STATE HIGHWAY COMMISSION

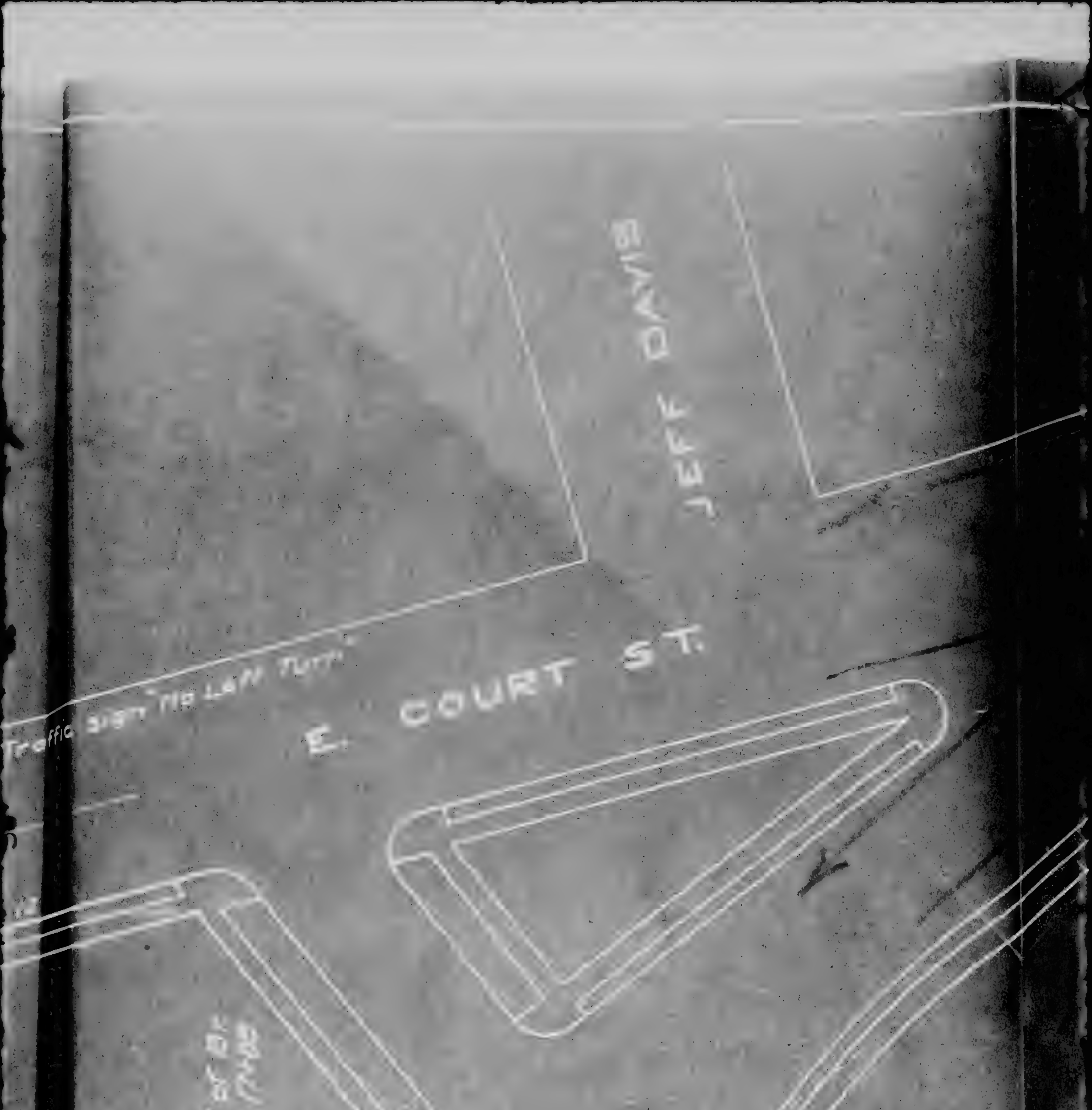
W.R.R.&N. OVERCROSSING
IN
EAST PENDLETON
ON
OLD OREGON TRAIL
PLAN AND ELEVATION

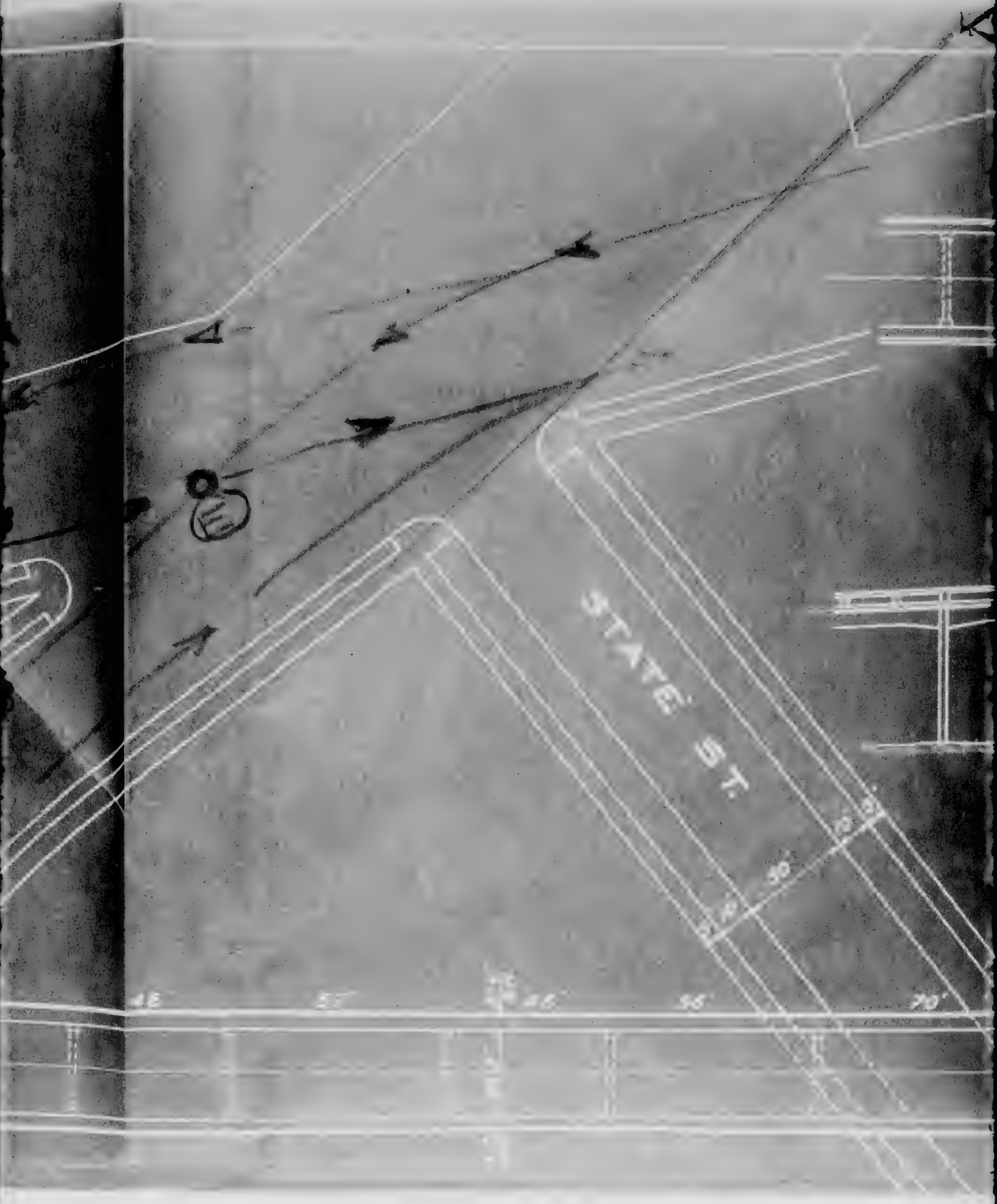
OTED
S
O
D BY DWGS.

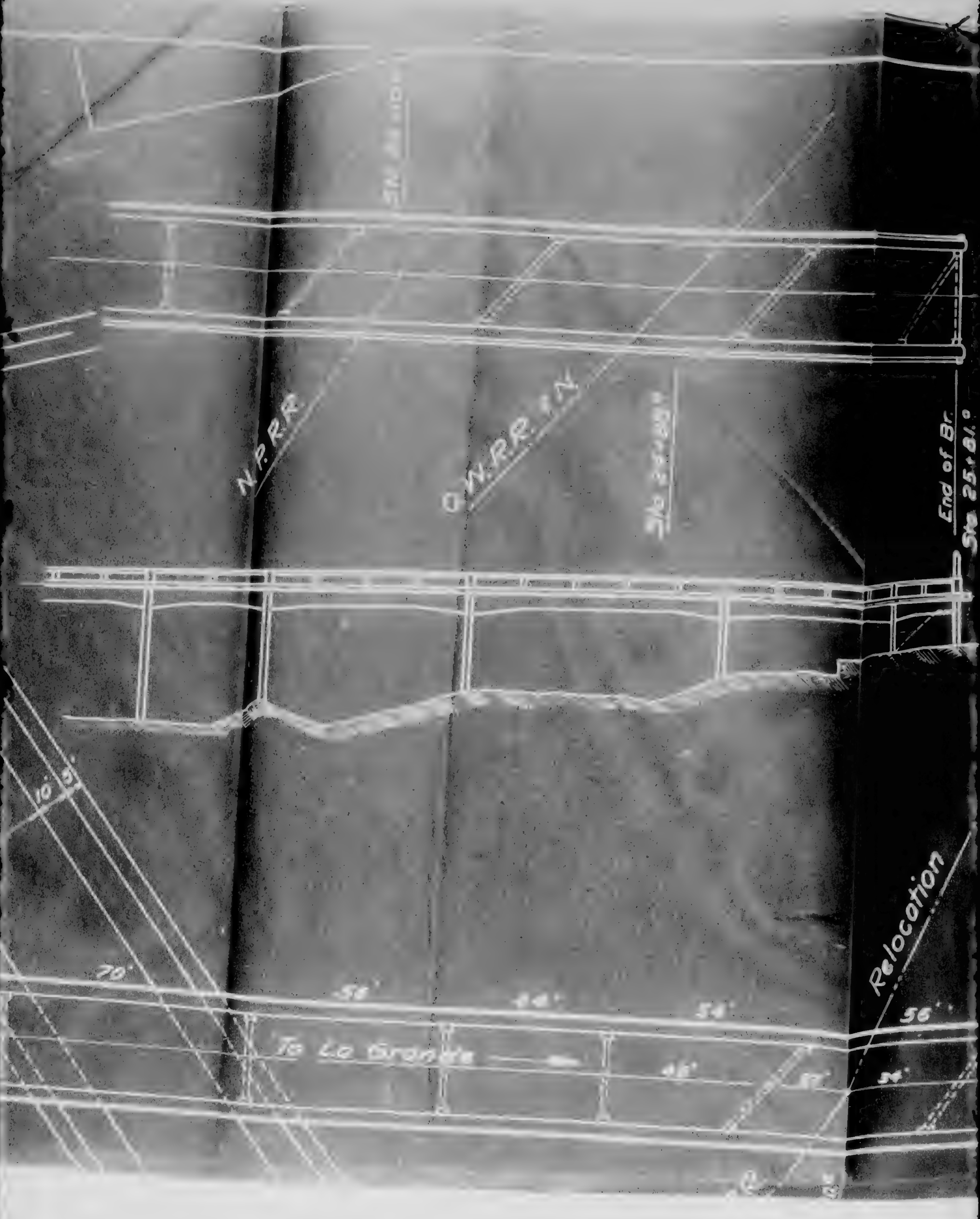
DRAWN BY
TRACED BY C.H.H.
CHECKED BY

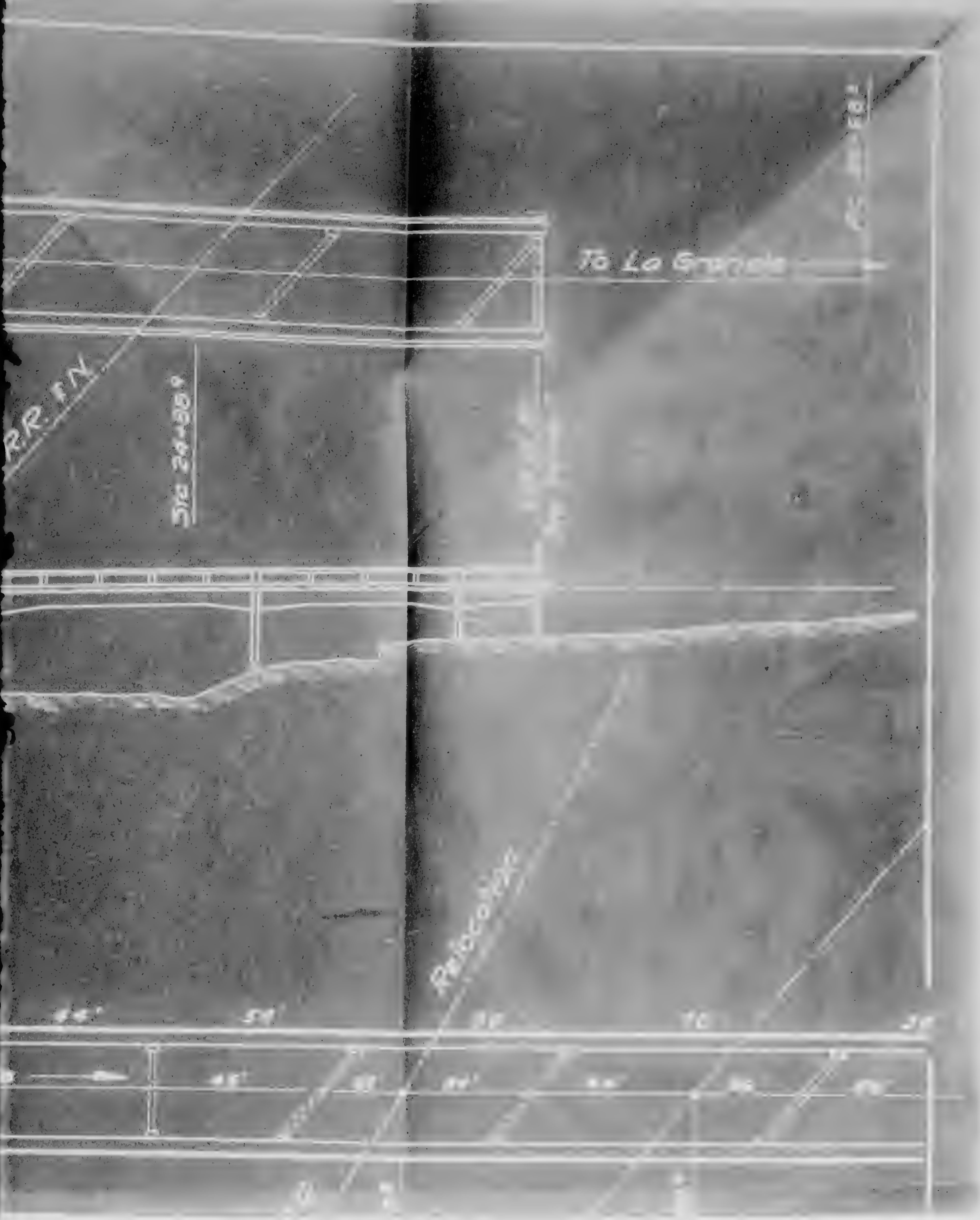
SHEET 1 OF
BRIDGE NO. 2167.
DRAWING NO.

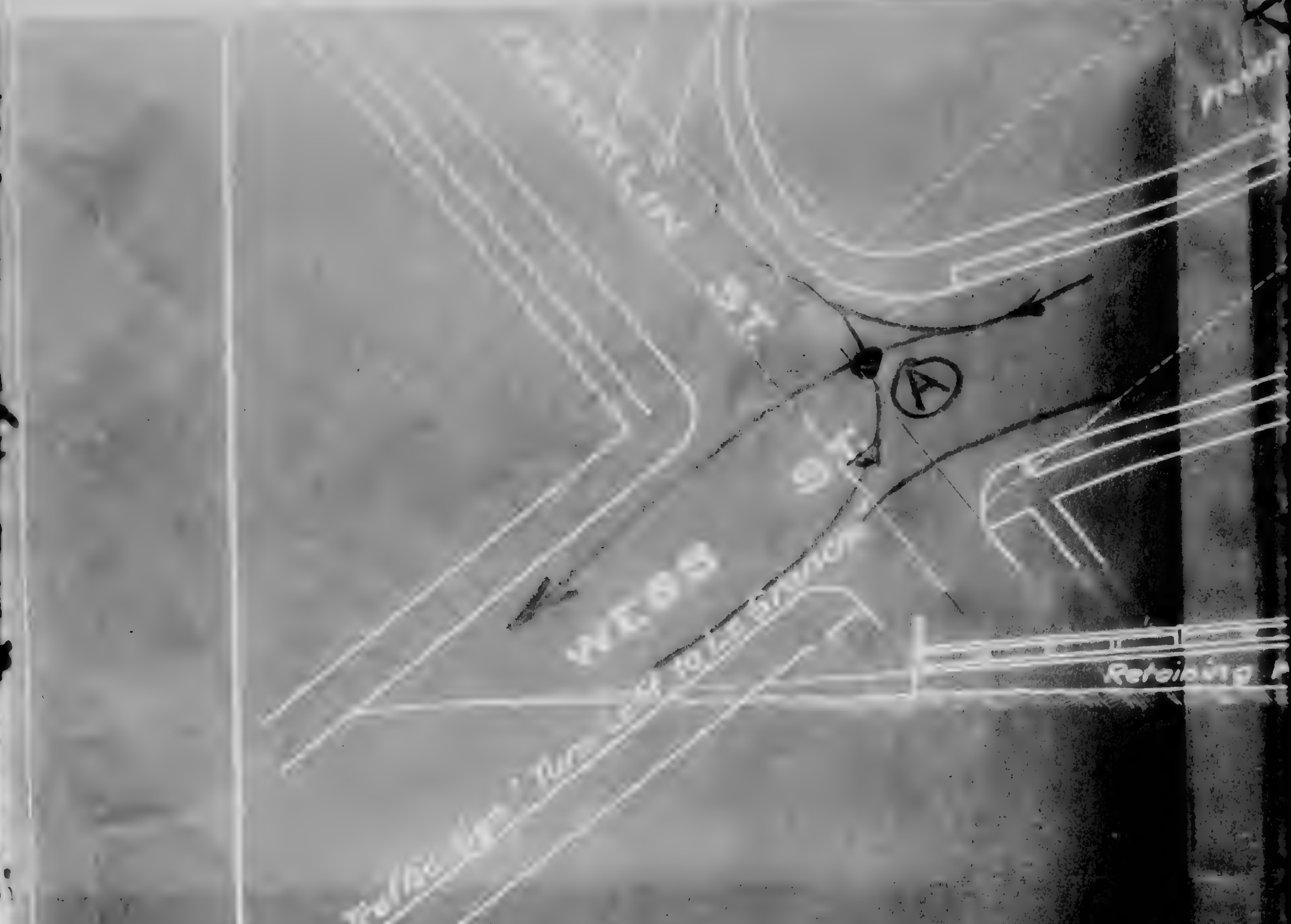
BEAUREGARD ST
Traffic
Retaining Wall
To Portland


JEFF DAVIS
Traffic sign "No Left Turn"
E. COURT ST.
End of Br.
Sta
56'
56'
46

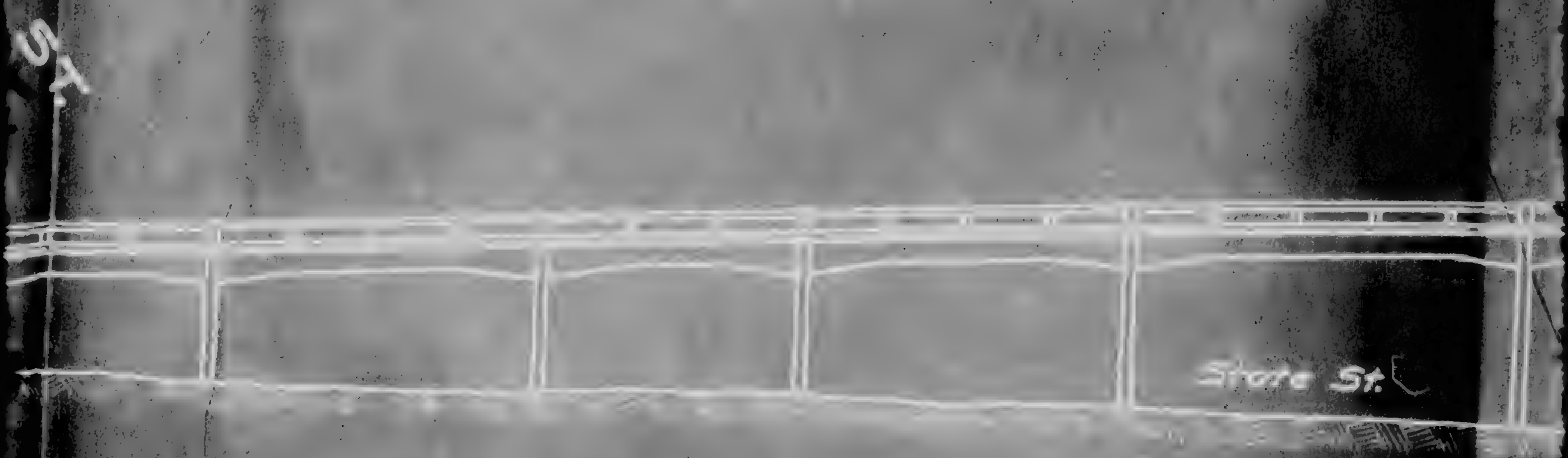

STATE ST.
50
48
55'
46'
56'
70'


N.P.R.R.
O.W.R.R.&N.
End of Br.
Sta 25+81.0
Relocation
To La Grande
70°
10'5'
56°
54°
54°
46°
52°
56°
54°


To La Grande
R.R. F.N.
Sta 24+88
Relocation


FRANKLIN ST.
WEBB ST.
A
Retaining

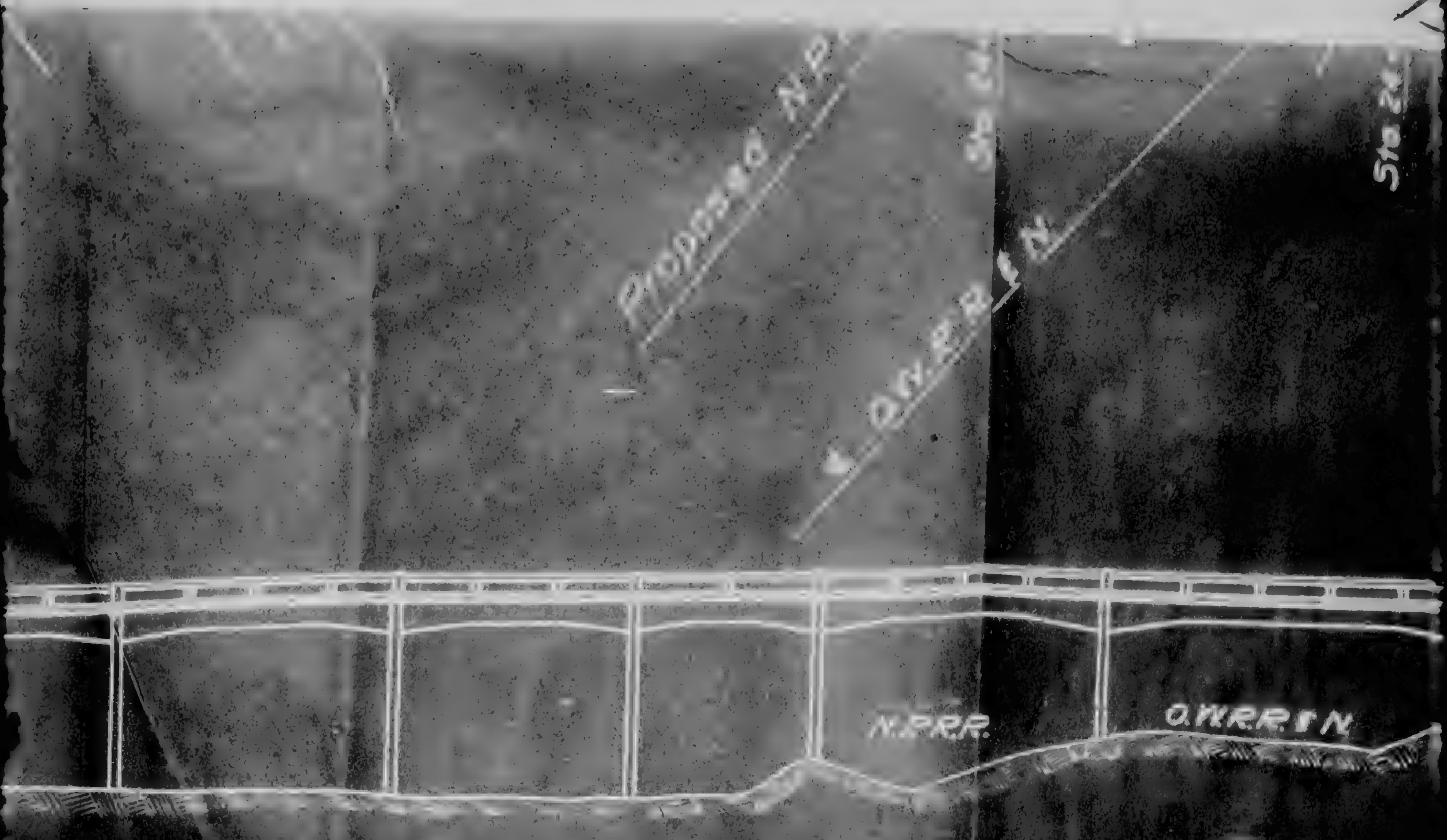
UNION ST.
ning



Approved

Bridge Engineer

State Highway Engineer



OREGON
STATE HIGHWAY COMMISSION

O.W.R.R.&N. OVERCROSSING

IN
EAST PENDLETON
ON
OLD OREGON TRAIL

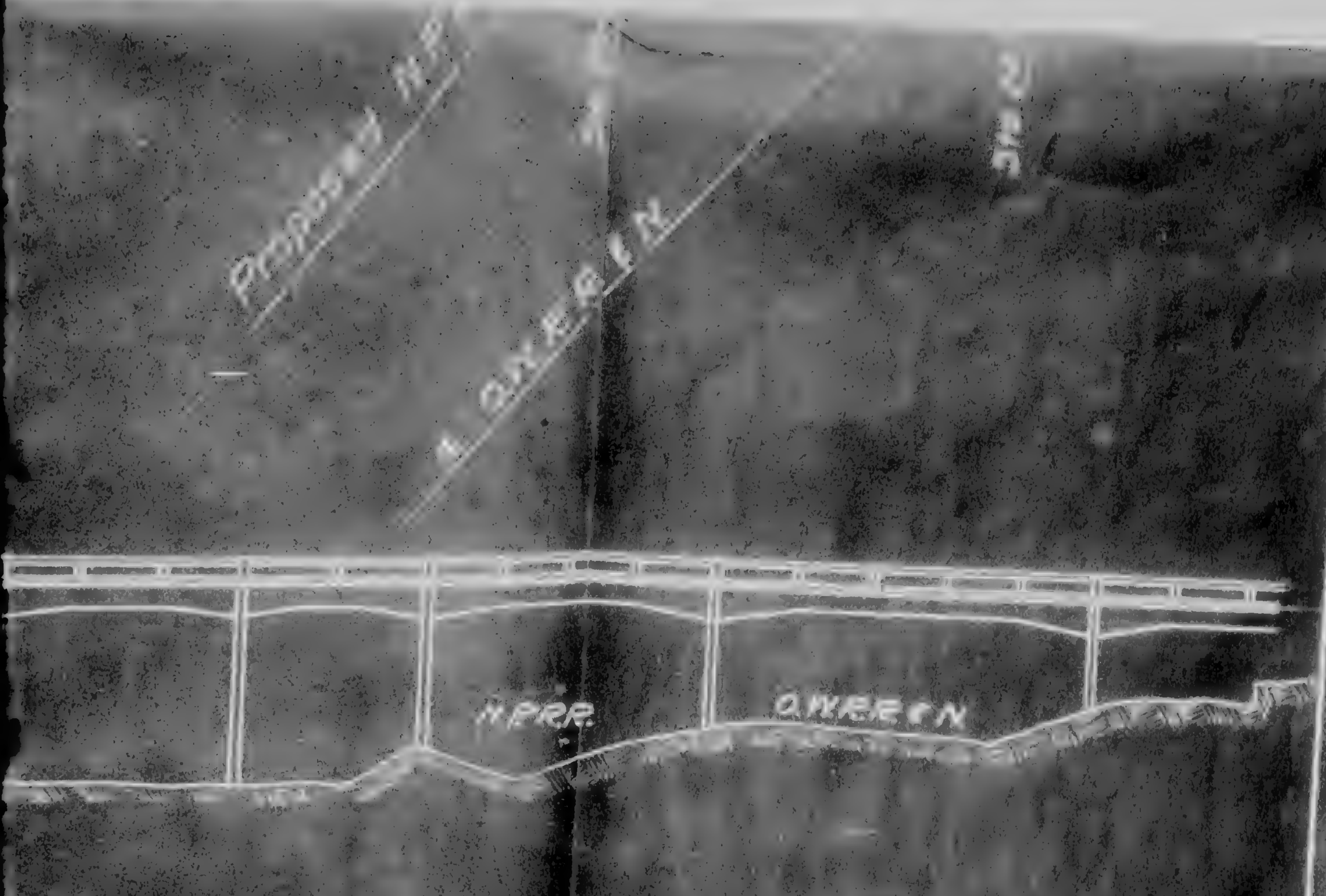
PLAN AND ELEVATION

SCALE AS NOTED
JUNE 4, 1935.
CALC. BK. NO.

DRAWN BY
TRACED BY C.H.R.
CHECKED BY

SHEET 1 OF
BRIDGE NO. 2167.
DRAWING NO.

ACCOMPANIED BY DWGS.

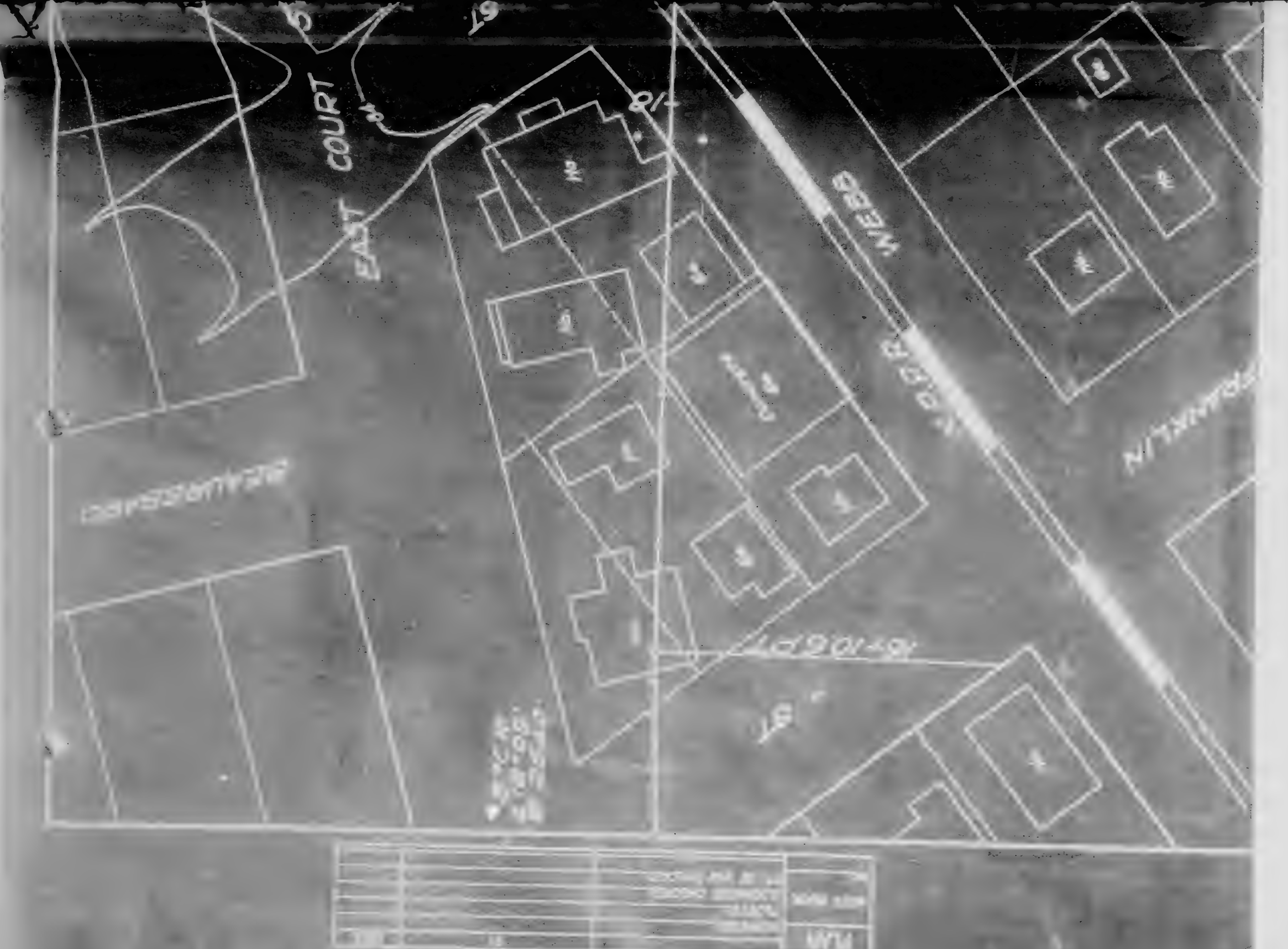


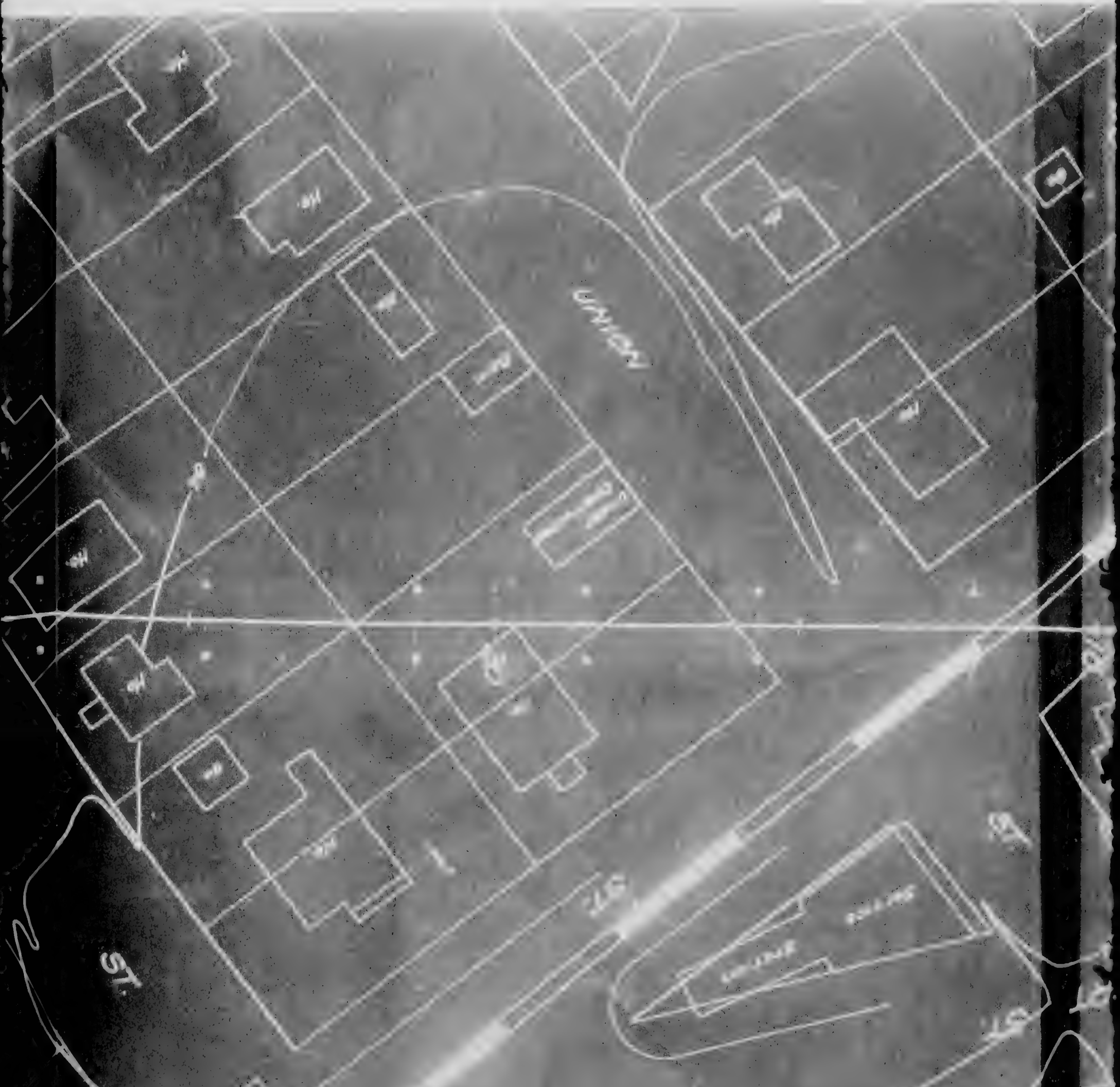
OREGON
STATE HIGHWAY COMMISSION

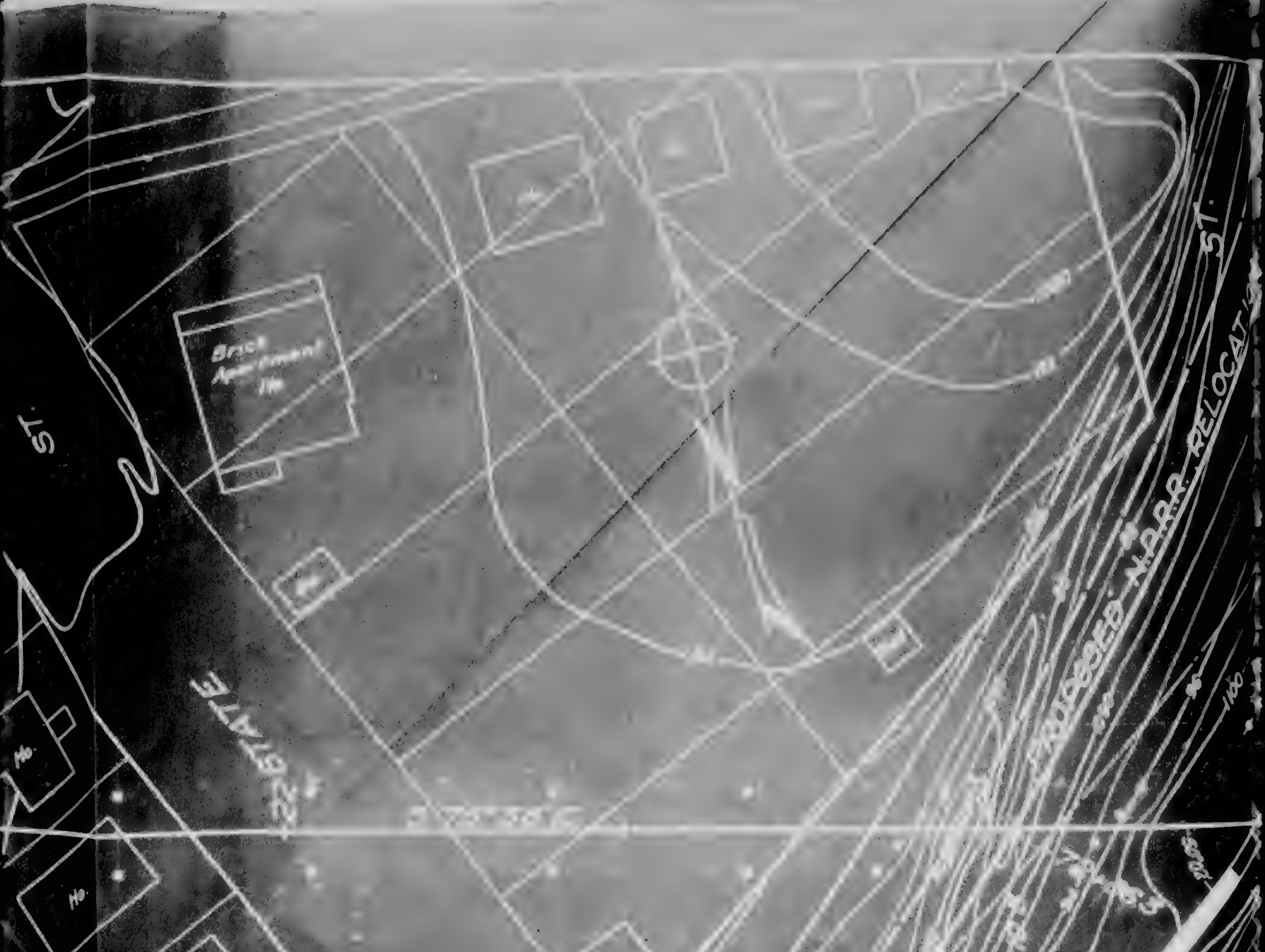
.R.R.&N. OVERCROSSING
IN
EAST PENDLETON
ON
OLD OREGON TRAIL
PLAN AND ELEVATION

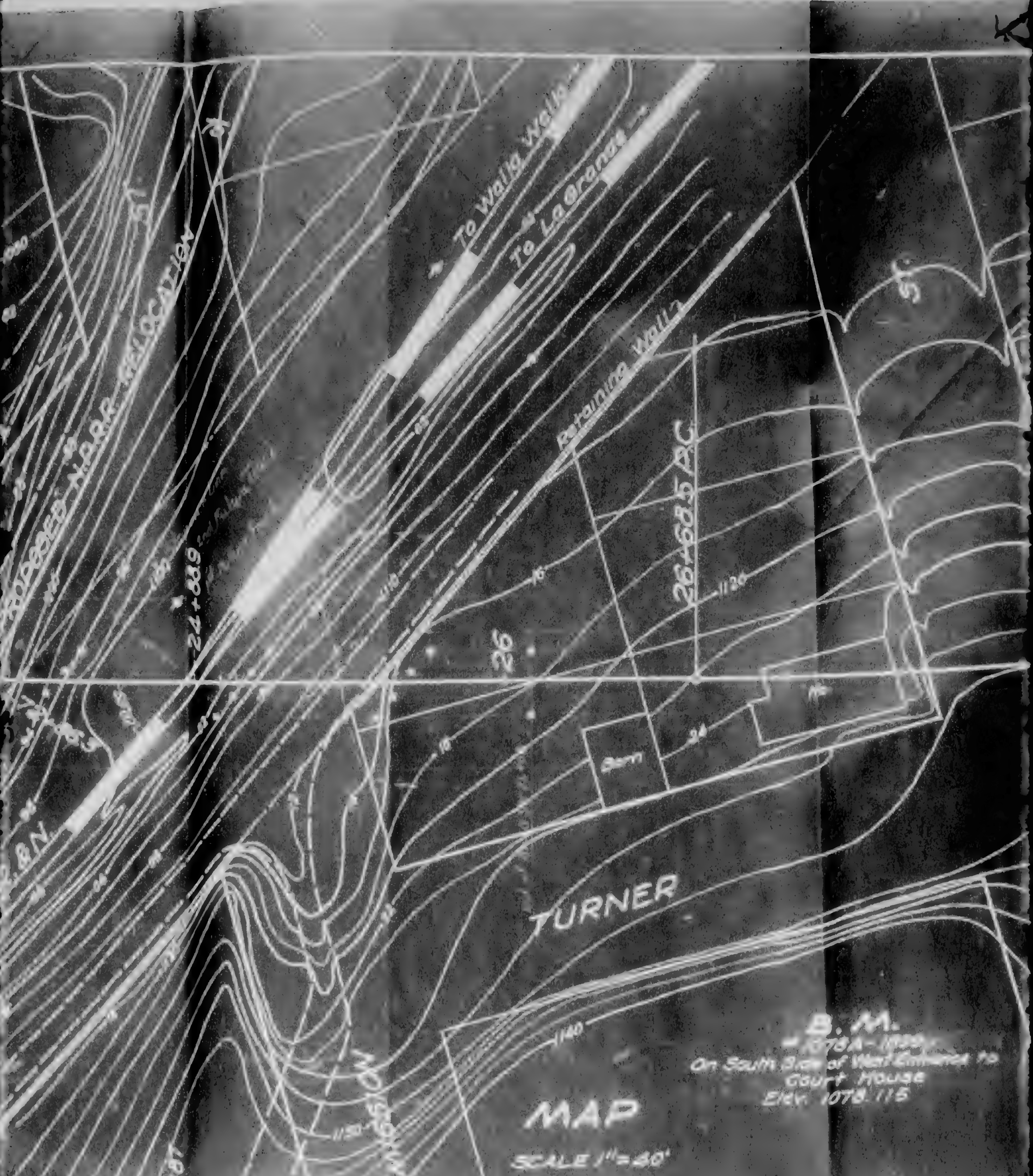
TED	DRAWN BY	SHEET 1 OF
S.	TRACED BY C.H.R.	BRIDGE NO. 2167.
D.	CHECKED BY	DRAWING NO.

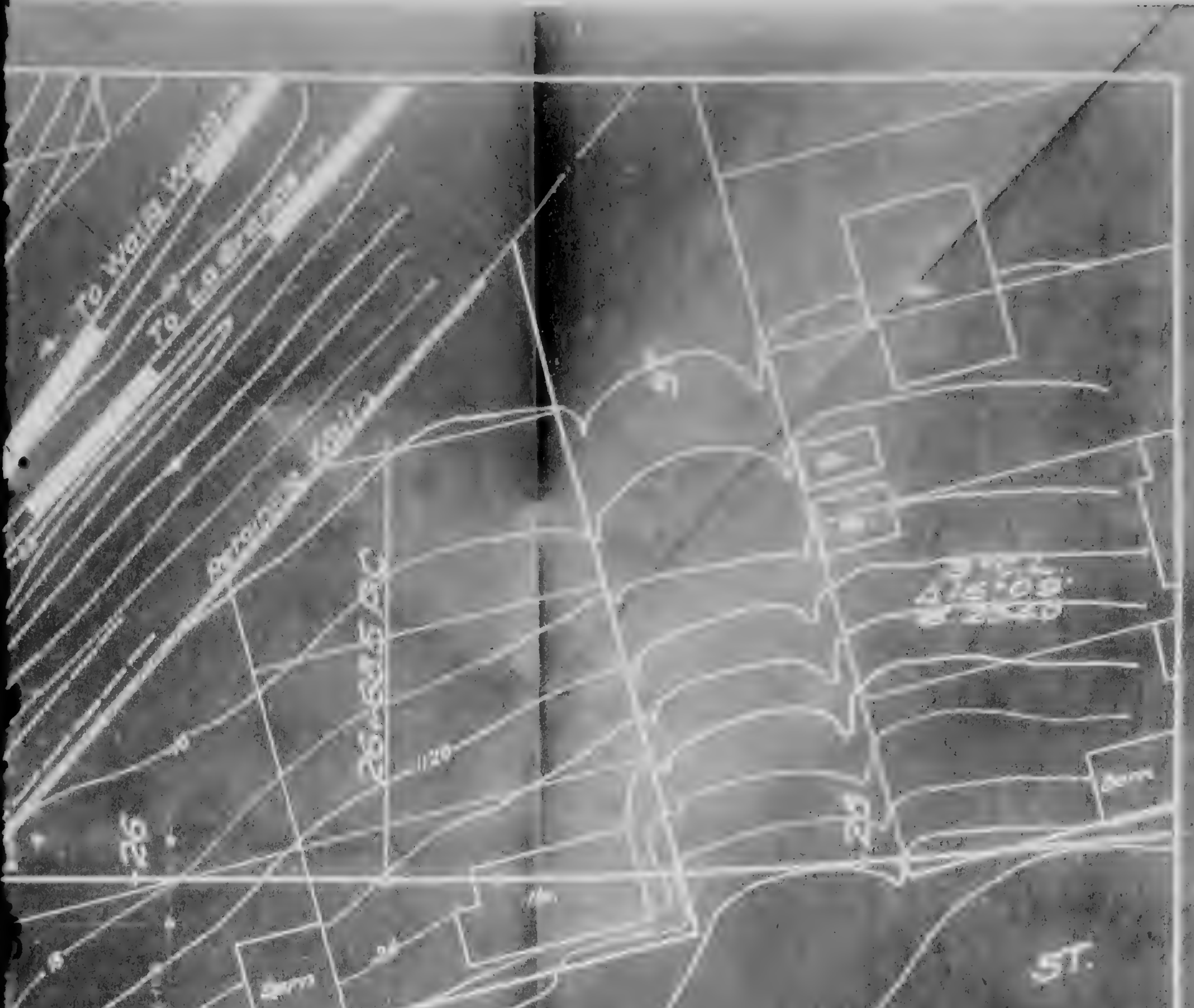
D BY DWGS.


EAST COURT
ST.
WEBB
N.P.R.R.
FRANKLIN
84
PLAN


UNION
ST.
ST.
ST.
Service
Station
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.
Ho.

ST.
Brick Apartment Ho.
Ho.
STATE
Ho.
Ho.
Ho.
Ho.
PROPOSED N.P.R.R. RELOCAT'N
ST.
1100
O.W. RR & N.


PROPOSED N.P.R.R. RELOCATION
ST.
24+889
O.R.&N.
To Walla Walla
To La Grande
Retaining Wall
26+685 P.C.
26
1120
Barn
TURNER
1140
1130
1130.87
B. M.
#1078A-1950
On South Side of West Entrance to
Court House
Elev. 1078.115
MAP
SCALE 1"=40'


Barn
26
1120
Barn
TURNER
ST.
Barn
1140
B. M.
Elev. 1076.115
MAP
SCALE 1"=20'

REFERRED TO
Smith
by State Highway Engineer

Please prepare an answer for me.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION
SALEM
June [illegible], [illegible].

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

In regard to the East Pendleton Commission
suggestion that a 60 ft. right of way be
is contrary to all our present standards
of a questionable policy particularly change of streets
adopting a new route through a comparatively
unimproved street. It was assumed that you would lay your center line to take the extra width opposite from the convent and hospital grounds, and you should give this immediate consideration, as the structure is being designed, but do not change the bridge tangent.

R. H. BALDOCK.

Please report on this immediately.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/M

CC to
R. H. Baldock

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Grade Crossings
grade Separation

OREGON STATE HIGHWAY COMMISSION
SALEM

June 24, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
State Highway Engineer

Dear Sir:

In regard to the East Pendleton Grade Separation: Your suggestion that a 60 ft. right of way be used on Turner Street is contrary to all our present standards and even 80 ft. is of a questionable policy particularly where the highway is adopting a new route through a comparatively unimproved street. It was assumed that you would lay your center line to take the extra width opposite from the convent and hospital grounds, and you should give this immediate consideration, as the structure is being designed, but do not change the bridge tangent.

Please report on this immediately.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Correspondence
Grade Crossings
Grade Separation

OREGON STATE HIGHWAY COMMISSION

SALEM

June 22, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The 100 ft. tracing of the East Pendleton Grade Separation is being returned to your office for completion. It is necessary that all possible ties to street intersections or block corners, dimensions of lots and widths of streets affected be shown. Also when map is returned to this office please send in a copy of the filed plat of the Reservation Addition to Pendleton.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R.H.Baldock

SIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const
Grade Crossings
Overcrossings

May 16, 1935

Mr. W. G. Williams
Division Engineer
LaGrande, Oregon

Dear Sir:

We are making a layout of the Overcrossing for East Pendleton and wish to have certain street elevations which do not seem to be given on any of the maps which we have.

We are planning on using a subway for Webb Street and connecting with East Court and Franklin by short approaches. In order to make a finished design we should have the elevations of the sidewalks, gutters and centerline of the street along Court Street from Post Street to State Street; of Webb Street from Post Street to Court Street; also the elevations of Franklin from Court to Webb. It would probably be a good idea to have the exact stationing of the intersection of the proposed highway with Court, Franklin, Webb, Union and State.

We would appreciate receiving this information at an early date.

Very truly yours

C. B. McCullough
Bridge Engineer

By
O. A. Chase
Designing Engineer

OAC LD

cc R. C. Smith
R. H. Baldock

15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Cont.
Grade Crossings
Grade Separation

May 13, 1935

IN REPLY PLEASE REFER TO FILE NO.

~~Mr. W. C. Williams,~~
~~Division Engineer,~~
~~La Grande, Ore.~~

Dear Sir:

In accord with your request of May 10th, we are sending you the 100' scale tracing of the East Pendleton Grade Separation plan.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,

By

H. G. Smith,
Construction Engineer.

Dictated by
H. B. Hackett
H.

CC to
R. H. Baldock ✓

RAILWAY COMPANY

May 10

NOTED

Pendleton: Proposed removal of N.P. track on West 5th, account of relocation of highway and elimination of grade crossing.

Dear Sir:

Referring

East Pendleton grade separation,

proposition, and wish to advise that a study has

of Plan "B",

the Collins Mill.

R. H. BALDOCK

Const grade crossing

NORTHERN PACIFIC RAILWAY COMPANY
ENGINEERING DEPARTMENT
181 KING STREET

A. F. STOTLER,
ASST. CHIEF ENGR.
LINES WEST OF LIVINGSTON

SEATTLE, WASH. May 10, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
State of Oregon,
Salem, Oregon.

Pendleton: Proposed removal of N.P. track on Webb St. account of relocation of highway and elimination of grade crossing.

Dear Sir:

Referring to your letter of April 14, with prints and estimates, in connection with the East Pendleton grade separation, showing various propositions, and wish to advise that a study has been made of same and that the Northern Pacific approves of Plan "B", which includes service track to the Collins Mill.

Yours truly,

A. F. Stotler

ASSISTANT CHIEF ENGINEER.

AFS:L

Copies made for Mr. Smith and Mr. McCullough 5/14/35

ONERS
IE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

[illegible]
Grade Crossings
Grade Separation

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 1, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am enclosing herewith estimates of cost for the construction of the East Pendleton Grade Separation, which estimate of cost is based on the use of four different plans of routing the Northern Pacific tracks, the plans being designaged as plans "A", "B", "C", and "D". By express, a 100 foot scale tracing of all the proposed plans is being forwarded to you.

The estimate of cost for the Highway Section proper is $178,875, of which amount $40,000 is estimated as the cost of right of way and property damage. This estimate of cost is based on 900 Lin. Ft. of overhead structure at $110 per Lin. Ft. It might be well to have this estimate verified by Mr. McCullough.

I will give a brief explanation of each of the proposed plans for routing the Northern Pacific Railroad, all the plans having been discussed at the meeting at Pendleton between members of the Highway Commission, the Northern Pacific Railroad, the O.-W.R.&N. Co. and the city offinials of Pendleton.

Plan "A" contemplates the moving of the Northern Pacific railroad tracks from the intersection of College and Webb Streets to a point slightly east of the Pendleton Woolen Mills. This plan is based on the use of the present Northern Pacific tracks from their terminal yards up Webb Street to College. The cost of this plan is estimated at $198,675.

Plan "B" is based on the removal of the Northern Pacific tracks off of Webb Street for the entire distance through Pendleton. Under this plan, the Northern Pacific tracks from their terminal would be routed from Webb Street across blocks to Railroad Street. The track would be placed along the parking strip of Railroad Street as far east as Johnson Street, at which point it would

Mr. H. C. Smith
Subject: Estimate of Cost
East Pendleton Grade Separation

4-1-25

swing south and follow Railroad Street on to a connection with plan "A" near Post Street. The estimated cost of this plan is $208,555.

Plan "C" is based on the common useage of the O.W. tracks by both railroads from the O.W. depot eastward. This plan would require only the building of a connection from the O.W. depot to the Northern Pacific terminal. This plan, however, does not afford access to the Collins Flour Mill unless the present track on Webb Street is used from the Northern Pacific terminal to the flour mill. This is the cheapest of the four plans, at an estimated cost of $192,416.

Plan "D" is a combination of plans "B" and "C" in that the N.P. tracks would be laid on Railroad Street eastward to College St. at which point the N.P. tracks would be connected with the O.-W.R.&N. track and the O.W.R.&N. track would then be a common user to a point east of the Pendleton Woolen Mills. The estimated cost of this plan is $201,199.

There is one other plan for which no estimate of cost has been prepared inasmuch as the plan involves practically no change of existing tracks other than a short connection between the two railroads east of the Woolen Mills. This plan would be based on common useage of the O.-W.R.&N. tracks as far west as Chestnut Street, at which point there is a spur track connecting the O.-W.R.&N. and N.P. tracks. If this plan were used, the present N.P. track on Webb Street would be left in place as far east as the Collins Flour Mill, in order to afford connection to said mill. It is very doubtful, however, if the Northern Pacific Railroad would consent to his plan and the city of Pendleton as well is desirous of removing the N.P. tracks from Webb Street.

If this latter plan is eliminated, it is my opinion that plan "D" is the best of the four, in that it removes the N.P. tracks from Webb Street and at the same time affords a connection to the

SIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. G. Smith
Subject: Estimate of Cost
East Pendleton Grade Separation

Collins Four Mill. Of course, plan "B" affords the same result, but is $7000 higher in cost.

Comparing the overhead structure with the underpass plan, the cheapest of the underground plans was estimated to cost $186,485. This estimate of cost, however, did not include any connection or moving of the N.P. railroad track west of the proposed crossing. The estimated cost of the underpass can, therefore, be compared approximately with the cost of the Highway Section only of the overhead structure plans. Also, the estimate of cost for the overhead structure includes reconstruction of the Oregon Trail to a point east of the Walla Walla connection and includes the cost of a Wye connection to the Oregon Trail from the Walla Walla road. The overhead plan is, therefore, considerably cheaper than the underpass plan and, in addition, seems to meet with the approval of the city of Pendleton much better than did the underpass idea.

There is, of course, some more work to be done before these plans are ready for contract letting, but there is no necessity of doing further work until a definite decision is reached as to which of the plans, if any, will be adopted. Therefore, I suggest that you make sufficient blue print copies of the map and profile tracings we are submitting for your use and return to me all the tracings. Also, I will appreciate your not cutting the profile tracing of the highway section on the east end as it is our plan to show on this profile the relocation of the Old Oregon Trail as far eastward as mile point 234, or approximately 1.5 miles east of the Walla Walla connection.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc Mr. R. H. Baldock

10M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Construction
Grade Crossing
overcrossing

112-5

March 25, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

MEMORANDUM FOR GENERAL FILES

NOTED
State Highway Engineer

Attached is a list of those who attended the informal conference at Pendleton on March 14th, to discuss the relocation of the N. P. Railroad, in order to make possible an overhead crossing on East Court Street.

The N. P. Company was represented by A. F. Statler and W. W. Judson, who seemed favorably impressed with the possibility of moving the railroad from Webb St. and placing it further South along the N. P. right of way.

It was decided that Division Engineer W.C.Williams should make some adjustments in the survey and complete the map so that blue prints could be forwarded to the N.P. officials as soon as possible.

H. G. SMITH,
Construction Engineer.

List filed under 30 VA

HGS/M

CC to
R. H. Baldock

Gen. Files

Construction
Grade Crossing
Elimination

103-1

February 26, 1935.

Mr. Bernard Blum,
Chief Engineer,
Northern Pacific Railway,
St. Paul, Minn.

Dear Sir:

The Oregon State Highway Department is studying the practicability of eliminating the grade crossing on the Old Oregon Trail Highway at East Court Street, Pendleton, and on the Webb Street crossing of the Pendleton-John Day Highway also in Pendleton.

The East Court Street elimination can be accomplished either by crossing over or under the Union Pacific, but a radical revision of alignment will be required for the Northern Pacific by either scheme. At West Webb Street an undercrossing has been proposed under the tracks of the Union Pacific, but the occupancy of the street by the Northern Pacific detracts materially from the value of the project, therefore some of the interested residents are discussing the feasibility of removing the Northern Pacific entirely from the street.

Before making any further survey it is desirable that a conference be arranged at Pendleton by representatives of the Northern Pacific, Union Pacific, the City of Pendleton, and the State Highway Department, and I am suggesting that you permit your engineer in charge of grade elimination, together with someone from the traffic department to attend such a conference. March 14th appears a convenient date. If you will wire your approval of this or other suitable date, I will arrange for the other representatives to be present.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

FORM 9-A-1 10019 10M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

38-8

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

103-1

February 19, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. Murray,
Chief Engineer,
O. W. R. & N. Co.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of February 18th, wherein you request that you be furnished with ties of the existing wye to the proposed new wye track area in Pendleton, we are sending you by parcel post a direct print of our 100' scale map upon which has been shown all of the ties that we believe are necessary for which to prepare the descriptions mentioned.

Other matters mentioned in your letter will be attended to as soon as we can get to them.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. M. Hackett
H.

CC to
R.H. Baldock ✓
J. M. Devers
W. C. Williams

CONTRACT# [redacted] 1865

10-2005 Division Office Building at Roseburg
1936

1866

FORM 5-A-1 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 6
FOR FILING

RECEIVED
OCT 1 - 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

10-2008

IN REPLY PLEASE REFER TO FILE NO.

Sept. 30, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: Watson Townsend

Dear Sir:

In accordance with your telephone request of yesterday, we have checked our records for a final cost on the Roseburg Car Storage Shed and find the total cost charged to Order 10-2008B-934 to be $2218.44

We do not have a copy of the Final Cost Report, form 459; the last report on hand being the semi-final, dated Nov. 27, 1937 showing a cost of $2049.24. However, this amount did not include electrical supplies and labor.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:C

cc: Baldock ✓

Form 333—5M—7-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 13, 1937

Section Roseburg Div. Headquarters

Kind of work Landscaping

Highway

Section prefix 10-2005

Contractor O.S.H.D.

Contract number Minor Betterment Work Order 1st autherization

Date of contract , 193

Date of completion , 193

Date work started March 1st, 1937

Estimated date of completion , 193

Amount of contract $250.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Went over the Stock Pile Sites THat are to be screened from view along Hwy. South of Coquille, with Mr. Vic Coffee. Advising Mr. Coffee as to the type of native trees or shrubbery that would best fit in with the surounding country, for each individual pile site, also the placement of planting.

--- Division Office Roseburg ---

Excavating for Top Soil around Office Building

120 hours labor @ .45 per hr.
40 " Tr. Dr. @ .50 " "
40 " Tr. Rental (Maint. Tr.#1579)

Two more days excavating left, with same crew.

Have figured cost of material for Sprinkling System at $200.00 F.O.B. Portland, Ore.

NOTED
H. G. SMITH

RECEIVED
MAR 16 1937

NOTED
GEO. H. OTTEN

Signed E.W.Ericksen
Inspector

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form 388—5M—7-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 6, 1937

Section Roseburg Division Headquarters

Kind of work Landscaping

Highway

Section prefix 10-2005

Contractor O.S.H.D.

Contract number Minor Betterment Work 1st autherization

Date of contract , 193

Date of completion , 193

Date work started March 1st, 1937

Estimated date of completion , 193

Amount of contract $ 250.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Moving shrubs from North Roseburg Sec. R/W to Division Office.

First two days spent in locating property belonging to State Hwy. Dept. Some of the resident owners disputed my authority to remove the shrubs, claiming they had not signed no contract with the State as yet. Others claimed they had permission from the State R/W Agents to take all plants and shrubs if they chose. I got along with these people better then I had expected to, and when I left them there was no harder feeling against the Hwy. Dept. than they allready had.

I have removed all the plants from the R/W that were available, (using my list of plants to be removed as my guide)

Many plants and shrubs that were the property of the State have been stolen from the R/W, and no one knows where they have gone.

H. J. SMITH

NOTED
GEO. H. OTTEN

90 hours labor @ .45 per hr. removing & healing in plants
10 " Tr. Dr. @ .50 " " hauling plants
10 " Tr. Rental (Maint. Tr. #1579)

RECEIVED
MAR 10 1937

Signed E.W.Ericksen
Inspector

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1866

RECEIVED
JAN 15 1937
FOR FILING
10-2005

January 12, 1937.

Mr. R. H. Baldock

Herewith application for an extension of time on the contract for the construction of the Roseburg Office Building, Contract No. 1866, A. F. Arthur & P. H. Kelley, contractors.

This application is accompanied by the consent of the surety company.

The contract completion date was August 31, 1936. The building was actually completed on November 24, 1936. The furnace and finish hardware were furnished outside of the general contract, and considerable delay was experienced in obtaining and installing this equipment. The interior finish and painting of the building under the general contract could not be completed until this outside equipment was installed. This accounts for the delay in the completion of the job.

I would recommend that an extension up to November 24, be granted without penalty to the contractor.

G. S. Paxson

cc H. B. Glaisyer

GSP:AP

January 7, 1937

GENERAL CASUALTY COMPANY OF AMERICA
Seattle, Washington

Attention S. L. Catelli, Attorney-in-Fact

Gentlemen:

Reference is made to your letter of October 31 in which you consent to the time limit on the A. F. Arthur and P. H. Kelley contract, No. 1868, (construction of an office building at Roseburg) being extended to October 31, 1936.

You are advised that this contract was not completed until November 24 and it will be necessary for the time limit to be extended to that date. Will you please advise if you will consent to the time limit being extended to this later date?

Very truly yours,

Secretary

JM:MBL

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

October 31, 1936

RECEIVED
NOV 2 - 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond No. 12235 - A. F. Arthur and P. H. Kelley, contract for the construction of office building on Oregon State Highway Commission, Roseburg, Oregon - Contract No. 1866

Nov 24

The General Casualty Company of America consents to the extension of time for the completionof this contract from August 31, 1936 to October 31, 1936. You will, as you state, advise us the total amount paid the contractors for their work ten days before the final payment is to be made. A stamped envelope is enclosed for that purpose.

Very truly yours,

GENERAL CASUALTY CO. OF AMERICA

By: S. L. Catelli
S.L.Catelli, Attorney-in-Fact

dp

#1866

11-2005

December 24, 1936

General Casualty Company of America,
Beeson Carey, Agent,
601 Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1866 for the construction of an office building in Roseburg, Douglas County, has been completed by the contractors, A. J. Arthur and P. H. Kelley, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 2, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $4,718.32, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1866

FORM 2-B-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
MAR 11 1937
FOR FILING

10-2005

December 15, 1936

Mr. H. B. Glaisyer

Office

Dear Sir:

Contract No. 1866 with A. F. Arthur & P. H. Kelley for construction of the office building at Roseburg, Job No. 2248, was completed November 24, 1936. 3

Acceptance of this project and permission to pay final estimate is hereby requested.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

DGD:CM

APPROVED BY HIGHWAY COMMISSION
DATE 2/19/37
H B Glaisyer
Secretary

10-2005

#1866

*

October 21, 1936

General Casualty Company of America,
Beeson Carey, Agent,
601 Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. F. Arthur and P. H. Kelley in connection with Contract No. 1866 for the construction of an office building at Roseburg in Douglas County. This payment will be made on or after October 31, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1866

RECEIVED
DEC 31 1936
FOR FILING
10-2005

August 28, 1936

Messrs. A. F. Arthur and F. F. Kelley
Route #2, Box 56A
Roseburg, Oregon

Gentlemen:

Receipt is acknowledged of your letter of August 27, requesting an extension of time to September 15 on your contract No 1866 for the construction of an office building in Roseburg.

You are advised that before your application can be accepted and acted upon by the Highway Commission, it will be necessary to have the written consent of your surety on the bond furnished in connection with this contract.

Please secure such consent of surety and forward it to this office to accompany your application.

Very truly yours,

Secretary

[illegible]

File - New application received

Roseburg, Oregon,
Aug. 27, 1936,

RECEIVED
AUG 28 1936
OREGON
SION

Oregon State Highway Commission,
Salem, Oregon,

Gentlemen;

Can you allow an extension of time to Sept. 15 on our contract No. 1866 for the construction of the office building at Roseburg.

We have not been able to get delivery of part of the finish hardware, viz. part of the inside locks, all outside locks and hinges for the basement door.

Our Hardware dealer states that it is necessary to get these items from the factory, and that it will be impossible to get them before about Sept. 10th.

Very truly yours

A.F.Arthur & P.H.Kelley

P.H. Kelley

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

10-2005

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
AUG 16 1936
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Aug. 15, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: W. A. REEVES

Dear Sir:

I talked to Mr. Hubbard regarding the openings left for the heating system and he is fixing up a plan on which these are shown. He will also write you a letter about this matter.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED
State Highway Engineer

10-2005

June 29, 1936

A. F. Arthur and P. H. Kelley
Route 2, Box 56 A
Roseburg, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of contract #1866 which was awarded to you on May 1, 1936, covering the construction of an office building at Roseburg.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

AM

Secretary

10-2005

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(23)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1935 JUN 12 PM 4 29

PRG114 19=MCMINNVILLE ORG 12 429P

OREGON STATE HIGHWAY COMN=
SALEM ORG=

BOND OF ARTHUR AND KELLEY BEING WRITTEN TODAY BY GENERAL INSURANCE CO WILL COME FORWARD AS SOON AS SIGNED=

BEESON CAREY INC.

H. B. G.
4 copies returned June 16th

ST. SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

#1866

10-2005

June 18, 1936

Mr. V. M. Orr, Cashier,
The Roseburg National Bank,
Roseburg, Oregon

Dear Sir:

This acknowledges your letter of June 16 forwarding a letter signed by A. F. Arthur, of the partnership A. F. Arthur and P. H. Kelley, who were awarded the contract for the construction of the office building for the State Highway Commission in Roseburg, in which Mr. Arthur requests us to send all checks in payment of this contract to the Roseburg National Bank. Inasmuch as we now have a letter from both Mr. Arthur and Mr. Kelley requesting that the checks be sent to your bank, we shall endeavor to do so.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Carl F. Smith

C. W. YOUNG, VICE PRESIDENT
J. O. NEWLAND, VICE PRESIDENT
V. M. ORR, CASHIER

A. C. MARSTERS, PRESIDENT

I. G. PICKENS, ASST. CASHIER
M. J. NEWLAND, ASST. CASHIER
M. KNIGHT, ASST. CASHIER

The Roseburg National Bank

Roseburg, Ore.

June 16, 1936

[illegible] 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We enclose herewith a letter dated June 12, 1936 signed by Mr. A. F. Arthur of Arthur and Kelley, contractors to whom you awarded you contract #1866. This letter is similar to one which is already in you files signed by Mr. Kelley.

Kindly refer to your letter of June 11 in connection to the enclosed.

Very truly yours,

V M Orr
Cashier

VMO:HR
ENC.

June 11, 1936

Mr. V. M. Orr, Cashier
Roseburg National Bank
Roseburg, Oregon

Dear Sir:

This acknowledges your letter of the 10th inst. transmitting a letter from P. H. Kelley and A. F. Arthur, requesting that all checks in payment of their contract for the construction of an office building on State property in Roseburg be sent to the Roseburg National Bank. We shall endeavor to comply with this request, if you will also send us a copy of an identical letter signed by Mr. Arthur.

I am returning to you herewith receipted copy of the Arthur and Kelly letter of June 4th in accordance with your request.

Very truly yours,

Secretary

HHO:dp
encl.
CC Carl Smith
A. F. Arthur and P. H. Kelley
Rt. 2, Box 36 A
Roseburg, Oregon

W. YOUNG, VICE PRESIDENT
J. O. NEWLAND, VICE PRESIDENT
V. M. ORR, CASHIER

A. C. MARSTERS, PRESIDENT

I. G. PICKENS, ASST. CASHIER
M. J. NEWLAND, ASST. CASHIER
M. KNIGHT, ASST. CASHIER

The Roseburg National Bank
Roseburg, Ore.

[illegible]
JUN 11 1936
OREGON
STATE HIGHWAY COMMISSION

June 10,1936.

State Highway Commission
Salem, Oregon

Gentlemen:

Inclosed herewith please find a letter addressed to yourselves and signed by Mr. P.H. Kelley, of the A.F.Arthur & P.H.Kelley partnership, in which that partnership requests all checks paid to them in exchange for their work under your contract number 1866,be sent to this bank.

We kindly request you receipt for this letter on the enclosed copy of same, returning the copy to us when receipted.

Thanking you in advance, we are

Very truly yours,

V M Orr

Cashier.

REFERRED TO
McFarland
BY SECRETARY

note on card

ANSWERED

ANSWERED
H. B. G.

10-3-2005

June 3, 1936

Mr. A. F. Arthur
115 South Baker Street
McMinnville, Oregon

Dear Sir:

This acknowledges your letter of the 2nd inst. with further reference to your contract with the State Highway Commission for the construction of a building in Roseburg.

We note that you wish all communications in regard to this contract addressed to Roseburg. We shall be pleased to comply with your request.

Very truly yours,

Secretary

HBG:dp
cc Carl Smith
Bridge Department
F. H. Kelley
Rte. 2, Box 364
Roseburg, Oregon

P.S. Since writing the above I have received your letter of the 2nd inst. requesting an extension of 10 days time for filing your bond. In this connection, will say that we will be pleased to give you a reasonable extension of time in that regard.

We are anxious for construction of this building to proceed and will thank you to expedite the matter as much as possible.

H. B. G.

RECEIVED
JUN 3 1936
OREGON
STATE HIGHWAY COMMISSION

McMinnville, Oregon
June 2, 1936

State Highway Commission
Salem
Oregon

Gentlemen:

Relative to bond on job for which our bid of $4555.73 on building at Roseburg was accepted, kindly give us an extension of 10 days for filing of bond; as there are some discrepancies that have to be taken care of.

Yours very truly,

D. H. Kelly.
A. F. [illegible]
By A. F. [illegible]

A. F. ARTHUR
CONTRACTOR AND BUILDER
Phone 326W
115 South Baker Street

McMINNVILLE, OREGON

June 2d.36.

RECEIVED
JUN 3 1936
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission.
Salem Oregon.

Mr.H.B.Glaisyer, Secretary.

Your letter of the Junt Ist.inquiring as where you should send your communications here or to Roseburg,received.

All communications in connection with this contract chould be sent to the Roseburg address,As Mr Kelley will be in charge of the work at least for the present, I may be there later.

I received the contracts the same day I wrote you inquiring what we should do next,Had I waited untillthe afternoon mail it would have saved that confusion.

I am sending notice to the State Industrial Accident Commission on this mail of our intention to come under the insurance on this contract.

Yours very truly.

A.F.Arthur.

P.S. when you surrender the certified check you may send it to me as it will have to be returned to this bank.

A.F.A.

ANSWERED
H. B. C.

10-2005

June 1, 1936

A. F. Arthur & P. E. Kelley
115 South Baker Street
McMinnville, Oregon

[redacted]

This acknowledges receipt of your letter of the 29th ult., in which you inquire as to the official notice of award of the State Highway Commission's contract for the construction of office buildings in Roseburg.

As you will see from the enclosed copies, this letter, as well as the contracts for execution, were mailed to your firm's business address as it was given on the proposal bond which accompanied your bid; i.e., Rt. 2, Box 36A, Roseburg, Oregon. Kindly notify us if you wish to have this changed to the above-written McMinnville address.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DP
encl.

A. F. ARTHUR
CONTRACTOR AND BUILDER
PHONE 326W
119 South Baker Street

McMINNVILLE, OREGON

RECEIVED
JUN 1 1936
OREGON

May29th.36.

State Highway Comm.
Salem Oregon.

Gentlemen:-
We saw by the papers that we were the low biders on the Office building at Roseburg and have been waiting to get some official notice of the award.

We will have our bond ready by the first of the week and be ready to sign the contract, However we are waiting instructions from you as to our next move. Awating your reply we are yours very truly.

Arthur & Kelley
By A.F.Arthur.

A.F.Arthur

FORM 9-A-1 5M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

10-2005

RECEIVED
MAY 28 1936

IN REPLY PLEASE REFER TO FILE NO. ✓

May 27, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

P. E. Kelley has requested permission to sub-contract excavation for the office building at Roseburg and wishes to start work tomorrow morning.

He has submitted, and I am sending you herewith letter requesting permission to sub-contract the excavation, and copy of sub-contract whereby he is to pay Earl Agee and Fred Clough 80¢ per yard for excavation.

I approved a copy and told Mr. Kelley to go ahead as he had complied with the requirement about request letter and sub-contract but presume this should be approved either by Mr. Hubbard or Mr. Reeves or yourself. He has a copy approved by myself, and the attached copies are for your office and Mr. Hubbard.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock ✓
cc. C. K. Hubbard

EAC:AF

10-2005

May 23, 1936

A. F. Arthur & P. H. Kelley
Rt. 2, Box 36 A
Roseburg, Oregon

Dear Sirs:

The State Highway Commission awarded to you on Thursday, May 21, 1936, the contract covering the construction of a 32' x 50' frame office building on State Highway Commission property in Roseburg in Douglas County, based on your bid of $4,555.73.

You may consider this letter as your authority and our request to begin operations immediately. Contract forms will be sent to you shortly for execution.

You are also requested to notify the National Reemployment Service at once of the approximate date work will begin and the number of, and classification of, laborers needed for such work.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP
cc C. S. Paxson
E. A. Collier

10-2005

January 19, 1936.

NOTED
State Highway Engineer

Mr. R. C. Ricketts

The Commission has authorized the construction of an office building at Roseburg for the Division Engineer, either by contract or as a WPA project, dependent upon whether or not the WPA project would show to advantage. It seems to me that we have nothing to lose by setting this up as a WPA project, and I would ask that you get a copy of the plans prepared two or three years for this building, and check over with Mr. Bishop as to any revisions that should be made thereto. Also, check with Mr. Cutler as to the procedure in setting up a WPA project and get out the necessary papers therefor.

G. S. Paxson

GSP:AP

cc R. H. Baldock

CONTRACT# [redacted] 1868

174-D Bonneville-Eagle Creek Sec., 1936
Columbia River Hwy.
1868

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OCT 6 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

RECEIVED
1938
STATE [illegible]

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 174-D
Bonneville-Eagle Creek section
Columbia River Highway

October 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Fox

A4pr. 29721

Section D,
Oregon Federal Aid Project No. 174.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 1, 1936, by the Oregon State Highway Commission, and on November 10, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section D of Oregon Federal Aid Project No. 174; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section D be increased from $32,000.00 to $53,600.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the estimate approved for said Section D be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of fifty-three thousand, six hundred and no/100 dollars ($53,600.00) as the share of the United States payable under said act on account of said Section D, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section D shall not in any event exceed the sum of fifty-three thousand, six hundred and no/100 dollars ($53,600.00) certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thousand, three hundred and no/100 dollars ($100,300.00), the approved total estimated cost of said Section D."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 4th day of August, 1938, and the Secretary of Agriculture on the _______ day of SEP 20 1938, 1938.

OREGON STATE HIGHWAY COMMISSION

By ____________________
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L Fonville
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

KCM

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

Section D,
Oregon Federal Aid Project No. 174.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 174-D, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 100,300.00 in lieu of the $32,000.00 approved by Cert. of Nov. 10, 1936 as the total estimated cost of said project, and the sum of $ 53,600.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 20th day of September one thousand nine hundred and thirty-eight.

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
AUG 19 1938
FOR FILING

FA174-D

August 19, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of modified agreement for the Bonneville-Eagle Creek Section, Project No. FA 174-D.

Very truly yours,

[redacted]
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 9, 1938

RECEIVED
AUG 10 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We return herewith both copies of the proposed modified agreement for the Bonneville-Eagle Creek Section of the Columbia River Highway, Oregon, Federal Aid Project 174-D, which were enclosed with your letter of August 8, 1938.

Only one copy of the agreement has been signed by the Commission.

Yours very truly,

W. H. LYNCH
District Engineer

F E Andrews
By:
F. E. Andrews
Sr. Hwy. Engr.

ENCL.

(Stencil #28)

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 174-D
Bonneville-Eagle Creek section
Columbia River Highway

Fap 174-E

August 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

RECEIVED
JUN 13 1938
FOR FILING

174-D

June 10, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate for the Bonneville-Eagle Creek Section, Project No. FA 174-D, revised to request an increase of Federal Aid funds from $32,000 to $53,600.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 174-B

BONNEVILLE-EAGLE CREEK SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 9, 1938

All Required		Clearing and Grubbing		$ 3,262.97
All Required		Removal of Bridge		300.00
2,950	cu. yds.	Trench Excavation	$ 1.00	2,950.00
36,500	cu. yds.	Common Excavation	0.50	18,250.00
23,700	cu. yds.	Solid Rock Excavation	0.50	11,850.00
35,400	yd. sta.	Overhaul	0.02	708.00
33,000	yd. mi.	Truck Haul	0.20	6,600.00
0.54	mile	Finishing Roadbed and Slopes	400.00	216.00
2,200	lin. ft.	Rounding Cutbanks	0.10	220.00
1,680	lin. ft.	10" Perforated Concrete Pipe	1.00	1,680.00
190	lin. ft.	12" Concrete Pipe	2.30	437.00
410	cu. yds.	Rock Backfill in Drains	1.50	615.00
4	only	Concrete Catch Basins	50.00	200.00
680	cu. yds.	Cement Rubble Masonry	12.00	8,160.00
450	cu. yds.	Rubble Masonry Guard Rail	15.00	6,750.00
160	cu. yds.	Class "A" Concrete	25.00	4,000.00
3,200	lbs.	Metal Reinforcement	0.10	320.00
2,300	lin. ft.	Cable Guard Fence	0.90	2,070.00
220	cu. yds.	Detour Surfacing Materials	1.50	330.00
1,000	yd. mi.	Hauling Detour Surfacing Material	0.20	200.00
6,520	cu. yds.	Rock Subbase	0.90	5,868.00
1,170	cu. yds.	1½" - ¾" Rock in Base	1.50	1,755.00
920	cu. yds.	¾" Rock in Base and Shoulders	1.50	1,380.00
120	cu. yds.	⅜" Rock in Footpaths	1.50	180.00
2,400	cu. yds.	Filler	0.50	1,200.00
2,400	yd. mi.	Hauling Filler	0.20	480.00
360	M-Gal.	Sprinkling	2.00	720.00
0.63	mile	Preparation of Base	500.00	315.00
1,120	cu. yds.	Mineral Aggregate in Place	5.50	6,160.00
69	tons	Asphalt in Place	45.00	3,105.00
20	tons	Cutback Asphalt in Place	45.00	900.00
			Subtotal	$ 91,181.97
			10% Engr. & Cont.	9,118.19
			Total	$ 100,300

Length of Roadwork	0.541 mile
Cost per mile	$ 185,397

Federal Aid Funds Requested- -	$ 53,600
State Funds Available- -	46,700
	$ 100,300

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

174-E

April 15, 1933

Mr. R. H. Baldock,
Office.
Attention: Mr. Probert

NOTED
State Highway Engineer

Dear Sir:

I have just received from Birkemeier & Saremal a letter advising that there is a controversy between the partners Orino, Birkemeier & Saremal with respect to the balance due under their contract with the State, and we are advised by the two members of the firm of Birkemeier & Saremal to make no payment of any further funds to any one member of the firm, but that payment must be made to all three.

I therefore advise that no warrant or check for any balance due under the contract be delivered to any one member of the firm but that we require that all three be present and all three sign such final papers as are required. When the check or warrant is made it should be made payable to all three, using their full, individual names so that each one will be required to endorse the check or warrant before it is cashed.

Yours very truly,

J. M. DEVERS

JMD:FW

cc R. H. Baldock
C. F. Smith
Rex Davis
Birkemeier & Saremal

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

April 15, 1933

Birkemeier & Saremal,
General Contractors,
Milwaukie, Oregon.

Gentlemen:

I acknowledge receipt of your letter of the 14th in which you advise that there is some dispute between yourselves and your partner Mr. Orino and you therefore request that no further payments be made under the contract which Orino, Birkemeier & Saremal have with the State until you are all three in accord.

I have so advised the Highway Commission and inclose a copy of my letter.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Rex Davis
R. H. Baldock ✓
C. F. Smith
G. H. Probert ✓

174-D

#1868

RECEIVED
JAN 3 1938
FOR FILING

January 3, 1938

General Casualty Company of America,
& Maryland Casualty Company,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1868 for the construction of the Bonneville-Eagle Creek Section of the Columbia River Highway in Multnomah County, has been completed by the Contractors, Orino, Birkemeier & Seremal, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 13, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $104,447.48, including the final payment. Of this amount $75.82 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
DEC 17 1937
FOR FILING
174-8

December 15, 1937

Mr. E. A. Collier, Division Engineer
606 Weatherly Building
Portland, Oregon

Dear Sir:

Herewith carbon copy of a letter mailed yesterday to Grime, Birkemeier & Karemal, regarding extension of time on their contract with the State Highway Commission for grading and construction of bituminous macadam surfacing on the Bonneville-Eagle Creek Section of the Columbia River Highway.

This will answer the queries in your communication of December 14.

Very truly yours,

Secretary

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
[illegible] 1937
STATE [illegible] COMMISSION

605 Weatherly Bldg.
December 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Please advise me if an extension of time was granted to Orino, Birkemeier & Saremal for their Bonneville-Eagle Creek job.

I recommended an extension on October 2nd. If an extension has been granted, please advise terms.

Very truly yours,

E. A. Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.
December 14, 1937

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FOR FILING

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1937

174 D

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED

Dear Sir:

Yesterday I had a conference with Sam Orino at Bonneville concerning some claims for additional pay on the Bonneville-Eagle Creek job. I showed him cross-sections for the trench excavation for the masonry wall and his question concerning this was satisfied.

However, there was a small trench excavated back of the top of the wall, near the end of the job, for which no trench excavation was given. This trench extends from Sta. 1766+84 to Sta. 1770+75 and is 391 ft. x 1 ft. x 2 ft., containing 43.4 c.y. of trench which will make the total trench excavation 1777.8 c.y. With respect to Item 20, "Hauling Detour Surfacing Material", this should have all been figured at 5-mile haul. The three items will now read 650 yd. mi., 150 yd. mi., and 250 yd. mi., a total of 1050 yd. mi. Please make these two additions to the Final Estimate.

Mr. Orino had several other complaints concerning the method of handling this work by Engineer Speaker, but he agreed not to fight about them after the above additions are agreed to.

I am returning today to Mr. McCallister the three pads of cross-sections and the pad of earth-work computation sheets sent me.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
S. H. Probert
J. W. McCallister

#1866

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 15 1937
STATE HIGHWAY COMMISSION

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DEC 15 1937
FOR FILING
174-8

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
December 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Please advise me if an extension of time was granted to Orino, Birkemeier & Saremal for their Bonnevill-Eagle Creek job.

I recommended an extension on October 2nd. If an extension has been granted, please advise terms.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
DEC 13 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 14 1937
FOR FILING
174-8

605 Weatherly Bldg.
December 11, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. W. McCallister

Dear Sir:

Your letter of December 6th received concerning the Bonneville-Eagle Creek Section. I am returning herewith the Semi-Final Monthly Estimate. We have checked your corrections.

NOTED

With respect to cement receipts, on October 26th I sent Price Agreement #2 covering cement adjustment to H. G. Smith and believe cement invoices were attached. If you are unable to find them, please advise and I will get new ones from the contractor. However, the cement receipts can not be used to support the quantity of cement used, because the contractor was doing a lot of concrete work in the tunnel at the same time and used a great deal more cement than the total for our job.

With respect to cross-section measurement of rock sub-base material, will report that on February 18th the contractor, Mr. Orino, requested permission to stockpile sub-base material on the grade west of the tunnel, instead of at the specified stockpile. Permission was granted by Resident Engineer Speaker "providing this will not prevent building up the sub-base as called for in the provisions. Please note tunnel rock is to be placed in layers with filler and rolled."

About May 6th Mr. Orino asked permission to leave part of this sub-base on the grade and take cross-section measurement therefor. This saved him the cost of loosening up this material and loading it and he preferred this to the increased quantity he would receive in truck measure. I agreed to this providing none was left on the grade above the lower lift of the sub-base and that there would be no adjustment of cross-section measure of compacted sub-base material.

I will return the three books of platted sections, the computation sheets and the summary of material receipts as soon as I have had a chance to check through these with Mr. Orino, who has been absent the past week.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

#1866

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PEN[illegible]
F. L. TOU VELLE, [illegible]LLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 1937
FOR FILING
174-B

605 Weatherly Bldg.
Dec. 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith copies of two letters from Forest Ranger Wiesendanger at Eagle Creek, requesting us to furnish 250 ft. of 10-inch concrete pipe. You will also find an Order for State Force Work on Contract Project and a requisition for this material.

It appears that during construction of the oiled detour road in 1935 a pocket was left about 100 ft. northeast of the old hotel building, since torn down. Plans for the Eagle Creek Project included a 10-inch perforated drain tile along the south side of the big cut east of Eagle Creek. Considerable water runs in this tile and most of the time seeps away through the rock fill, but during storms a pool of water forms in the pocket, which is a part of the Forest Camp Grounds.

I have had Mr. Strohmeyer examine this, as he has been in charge of maintenance during all this construction work and it is his recommendation and mine that we furnish the Forest Service with this drain pipe to extend our new drain pipe so that it will empty into an 18-inch culvert which leads into Eagle Creek.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

NOTED

#1868

#1868

RECEIVED
[illegible] 1937

174-8

November 30, 1937

General Casualty Company of America,
Seattle, Washington.

Attention: Mr. S. L. Catelli.

Gentlemen:

In response to your inquiry of November 26th you are advised that the Orino, Birkemeier & Saremal Contract No. 1868, Bonneville-Eagle Creek Section in Multnomah County, was accepted by the Highway Commission on November 17, 1937.

The total amount earned under this contract is $104,345.57, the retained percentage is $3,130.37, and the total amount paid to date is $101,215.20. We are unable to advise you at this time just when final payment will be made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1868

UNION PACIFIC RAILROAD COMPANY

RECEIVED
NOV 18 1937
FOR FILING
174-8

November 18, 1937

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Co.,
Pittock Block,
Portland, Oregon.

Dear Sir:

In response to your inquiry of November 9th you are advised that the Orino, Birkemeier & Saremal, Contract No. 1868, Bonneville-Eagle Creek Section in Multnomah County, was accepted by the Highway Commission on November 17th, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1868

Form 3010
1-36-3,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

November 9,1937

State Highway Commission,
Salem, Oregon

Gentlemen: Attention Mr.J.McFarlane

Referring to your letter November 8th,concerning your contract No.1868, Bonneville-Eagle Creek Section of Columbia River Highway:

As soon as this work has been accepted by the Commission will you kindly advise me the date of acceptance.

Yours truly,

S MURRAY

SHIP AND TRAVEL BY RAIL

#1868

FORM 2-A-1 10M 1-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

174-8

605 Weatherly Bldg.
Portland, Oregon
Nov. 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Under separate cover today we are sending you the construction map on hard paper, Scale 1"= 100', of the Bonneville-Eagle Creek Section recently completed. On this map are shown the grading and bituminous macadam project, the tunnel, and the Eagle Creek Bridge. In particular, should be noted the location of the parkway power cable, placed in the ground by the U.S. Bureau of Public Roads, which is later to be extended to the Bonneville Dam. Power for the tunnel lighting will be obtained through this cable after connection with the power house at the Dam.

Standard right of way posts and iron pins have been set as indicated by the green circles and it should be noted that such right of way marks have not been set between the railroad and the highway from Station 1748 easterly, because our correspondence indicates no agreement has yet been finally completed between the O.W.R. & N. and the state.

In the same package you will also find field notebook containing the following:

(1) Transit notes
(2) Right of way survey
(3) Power line survey
(4) M.P. 42 relocation
(5) Level notes for permanent bench marks
(6) Level notes for connection to old highway at west end
(7) Traverse to U.S.E. monument
(8) Grades.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

Received 11-13-37
EAS.

#1868

RECEIVED
NOV 9 1937
FOR FILING

174-8

November 8, 1937

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Co.,
Pittock Block,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of November 6th concerning the Orino, [illegible] & Saramel Contract No. 1868, Bonneville-Eagle Creek Section of the Columbia River Highway.

You are advised that this contract was completed September 29, 1937 and has not been accepted by the Highway Commission. Acceptance of the contract will probably be made at the next meeting of the Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1868

RECEIVED
NOV 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

November 6,1937

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

In connection with your contract with Orino, Birkemeier & Saremal dated May 21,1936, No.1868, for grading .83 miles and other work on the Bonneville-Eagle Creek section of the Columbia River Highway,will you please advise as follows:

1. Date this contract was completed.

2. Date work was accepted by the commission.

This is required in connection with releasing bond in our favor.

Yours very truly,

S MURRAY

Sept, 29th Bond

SHIP AND TRAVEL BY RAIL

RECEIVED
NOV 6 1937
FOR FILING
174-D

#1868

November 5, 1937

General Casualty Company of America,
and Maryland Casualty Company,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Orino, Birkemeier & Saremal on Contract No. 1868 for the construction of the Bonneville-Eagle Creek Section of the Columbia River Highway in Multnomah County. This payment will be made on or after November 15, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1868

RECEIVED
NOV 5 1937
FOR FILING

174-8

November 3, 1937

General Casualty Company of America,
Seattle, Washington.

Attention: Mr. S. L. [illegible]

Gentlemen:

This is to acknowledge receipt of your letter of November 1st concerning the Orino, Birkemeier & Saremal Contract No. 1868, Bonneville-Eagle Creek Section.

You are advised that this contract has not been accepted by the Highway Commission. We are unable to advise you just when final payment will be made. However, it will be at least thirty days and perhaps longer before we are ready to make such payment.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dist. by J. McFarland.

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

RECEIVED
NOV 3 - 1937
STATE HIGHWAY COMMISSION

November 1, 1937

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer:

Gentlemen:

Re: Bond No. 12073 - Orino, Birkemeier & Saremal - Contract No. 1868 for grading, etc., Columbia River Highway

We acknowledge your letter of October 5 in which you stated that this work was completed on September 29, 1937 but had not, at that time been accepted by the State Highway Commission.

Will you let us know if the work has now been accepted, and the date, and if the total amount of $104,051.70, representing the total amount under the contract, has now been paid. A stamped envelope is enclosed for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

Earned $103,291.81
Retained - $ 8,466.75
Paid - $ 94,825.06

F. Acct. $75,82

Form 333—5M—12-36

174-D

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
NOV 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

For Week Ending October 30, 1937.

Section Bonneville-Eagle Creek

Kind of work Grading and Bit.Macadam

Highway Columbia River

Section prefix 26-1121

Contractor Orino, Birkemeier &Saremal

Contract number 1868

Date of contract May 21st, 1936

Date of completion October 1st, 1937

Date work started May 25th, 1936

Estimated date of completion ......, 193..

Amount of contract $112,890.00

Per cent of time elapsed ......%

Estimated cost of completed project, exclusive of engineering $105,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $7,323, 108 %

Date project was completed September 29th, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Speaker, Stratton and LaFountaine finished marking property lines with iron rods. Standard right of way posts will be set when received by Speaker and men from the maintenance crew.

Members of the party are taking their annual vacation beginning November 1st.

RAY WEB

Signed C B Speaker Resident Engineer

Address Bonneville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

FORM 5

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 6-A-1 5M 8-1
37

COMMISSION
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 27 1937
FOR FILING
174-D

RECEIVED
OCT 27 1937
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
October 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Highway Engineer

Attention: H. G. Smith

Dear Sir:

On the Bonneville-Eagle Creek Contract, No. 1868, Federal Aid Project 174 C and 174 D, the following over-runs and under-runs occurred:

F.A.P. 174 D

Common Excavation over ran and Solid Excavation under-ran because the preliminary classification was too high.

Trench Excavation under-ran contract quantities, but over-ran quantities shown on Federal Aid plans. Apparently 2000 yds. of trench were added in the Salem office in contract quantities but were not shown on the plans. If 2000 yds. were added in the Salem office for retaining wall base excavation, this estimate was too large. On the other hand, the trench excavation shown for this wall on the Federal Aid plans is too small.

Truck Haul shows an under-run because none of the allowance for over-run was required and there was a slight reduction in total yardage of excavation because of an increase in embankment placed by the U.S.B.P.R. from the tunnel.

Rounding Cut-Banks: A considerable under-run occurred when slopes intersecting the old pavement were not required to be rounded. Preliminary estimate also was too high because rounding was planned in places where the slope intersected the ground at an angle less than 30°.

Rubble Masonry Guard Rail: An under-run occurred because guard rail was omitted in thorough cuts at Station 1756 and Station 1771.

Metal Reinforcement: This item shows an over-run and apparently was underestimated in the preliminary.

Hauling Detour Surfacing material shows an under-run because this item was overestimated.

3/4" Rock in Base shows an under-run because this item was overestimated.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

R. G. Smith
Over-runs and Under-runs on Con. 1868 10/26/37

1/2" Rock in Footpaths shows a slight over-run. This is a light spread for path throughout the length of the job and apparently preliminary estimate was insufficient to produce a satisfactory job.

Filler shows an under-run as the preliminary estimate was too liberal.

Hauling Filler shows a large over-run. It was planned to secure filler from a sand cut east of Sta. 1737, but as right of way was not acquired, 3/4"-0 rejects from the state quarry at M.P. 39.2 were used. This changed the average haul from the estimated 1.0 mile to 3.5 miles, but a very superior class of filler was secured.

Sprinkling: An under-run occurred because of rainy weather.

Cut-back Asphalt in Place: There was an under-run in this item, because apparently the preliminary estimate was liberally figured. The specified quantities per square yard were placed.

F.A.P. 174 G

Common Excavation over-run as the preliminary classification was too high and because it was necessary to excavate unsuitable material in the big cut east of Eagle Creek.

Over-haul shows an over-run as there was an increased yardage in the over-haul brackets.

18-Inch Concrete Culvert Pipe shows an over-run because 54 additional feet were required at Sta. 1785 on account of widening the fill in front of the Forest Service grounds.

1 1/4"-3/4" Rock in Base and 3/4" Rock in Base and Shoulders: Both of these items show an under-run as the preliminary estimate was a little too liberal.

1/2" Rock in Footpath shows an over-run for the same reason given under 174 D.

Filler shows an under-run and Hauling Filler shows an over-run for the same reasons as given in 174-D.

Cut-back Asphalt shows an under-run for the same reason given in 174 D.

Non-Participating Section:

1 1/4"-3/4" Crushed Rock in Stockpile was omitted at our request.

The total for contract items on this project shows $7400 less than the original contract estimate. The largest items of reduction were trench excavation and rubble masonry guard rail.

Very truly yours,

RAC:DP
CC R. H. Baldock ✓

R. A. COLLIER
DIVISION ENGINEER

COMMISSIONERS
[illegible], CHAIRMAN, PORTLAND
[illegible], PENDLETON
[illegible]

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 18 1937
FOR FILING
174-D

IN REPLY PLEASE
REFER TO FILE NO.

October 16th, 1937

Mr. W. E. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

You are requested to concur in an extension of time without penalty to Orino, Birkemeier and Saremal on Contract 1868 at Eagle Creek, from July 31st, 1937 to September 30th, 1937.

Mr. Orino's letter states "the completion of this work depended on the completion of Bureau of Public Roads Contract No. 281 which was supposed to have been completed early this year but which, due to various changes was not completed until August 20th which naturally delayed the completion of Contract No. 1868."

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 2-A-1 (N) 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 11 1937
FOR FILING
74-8

RECEIVED
1937
HIGHWAY COMMISSION

605 Weatherly Bldg.
October 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith six copies of a Price Agreement covering crushed rock to be stockpiled by Sam Orino near Eagle Creek. The price agreed upon is $1.70 per cubic yard, stockpile measure, including haul and there are approximately 240 yards of material. These four sizes are the remnants of Orino's stockpiles on the Forest Service land and are to be moved by Orino and stockpiled on highway right of way.

These materials will be used for maintenance and it is possible that the U.S. Bureau of Public Roads may need the larger sized material on their next contract to the east.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

174-D

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 174-D, Bonneville-Eagle Creek Section, Columbia River Highway, ____________________, was made by a representative of this office on September 30, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Highway Engineer

Ton

#1868

RECEIVED
OCT 13 1937
FOR FILING
174

October 5, 1937

General Casualty Company of America
Seattle, Wash.

Attention Mr. Catelli:

Dear sir:

This will acknowledge receipt of your letter of October 2 in regard to the bond No. 12073--Orino, Birkemeier, and Seremal---Contract No. 1868.

Our records show that the work was completed September 29, 1937, but has not been accepted by the State Highway Commission. The estimated cost of the project is $105,431.70, this amount includes $480 of State force account work, making the totel amount under contract $104,951.70.

The total amount paid the contractor this date is $94,825.06.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

WCC:kr

GENERAL CASUALTY COMPANY OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE PRESIDENT

RECEIVED
OCT 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 2, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond No. 12073 - Orino, Birkemeier & Saremal - Contract No. 1868 Grading, etc., Bonneville-Eagle Creek Section of the Columbia River Highway

We have information that this contract was completed as of September 28, 1938. Will you please verify this statement and at the same time advise us the total contract price received by the contractors for their work. A stamped envelope is attached for your convenience.

Very truly yours,

S. L. Catelli
Surety Department

dp
Enclosure

Pd to date $94,875.06

Completed Sept 24, 1937
Not accepted

Semi Final Est not in.

Estimated total Cost 105431.70
State force 480.00
Cont amt → 104,951.70

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 1937
FOR FILING
174-8

IN REPLY PLEASE
REFER TO FILE NO.

605 Weatherly Bldg.
October 2, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

NOTED
State Highway Engineer

Dear Sir:

Herewith a request from Orino, Birkemeier & Sarenal for an extension of time on their Contract 1868 at Eagle Creek. The specified date of completion was July 31, 1937. Work was completed September 29th.

Delay in completion of the tunnel, as stated in their letter, was the cause of delay in completion of the state contract. The traveling public has not been particularly discommoded as the old paved road was available for traffic. Engineering costs have been increased by reason of this delay.

I recommend the extension of time requested be granted without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM 1-A-1 5M 1-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 8 1937
FOR FILING
174-B

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

September 20th, 1937

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the leakage on the Bonneville-Eagle Creek Section of the Columbia River Highway, I beg to advise that we were authorized to double seal all the projects let for a single seal.

This is your authority to do so if satisfactory arrangements can be made to double seal at this time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Form 3A-1 5M 5-37

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please Refer to File No.

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

174-E

605 Weatherly Bldg.
Sept. 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Permeability tests were made the other day on the bituminous macadam recently completed at Eagle Creek. These test indicated that no seal was secured. Five gallons of water entered the macadam in 2 1/2 minutes, inside the ring, and the 10 minute test was estimated at 76,000 c.c. Texture and appearance of the macadam are good and on account of the rock base, I doubt if t is leak will cause much, if any, damage this winter.

It would be possible to place a bitumuls seal with sand on this section during the next two weeks, if you so desire. Please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. W. Bishop

NOTED

#1868

RECEIVED
SEP 16 1937
FOR FILING

174-8

September 15, 1937

General Casualty Company of America,
Seattle, Washington.

Attention: S. L. Catelli.

Gentlemen:

Reference is made to your letter of September 13th concerning the Orino, Birkemeier & Saremal Contract No. 1868 - Bonneville-Eagle Creek Section in Multnomah County, grading and bituminous macadam.

The letter which you mention having been received from the Engineer Corps, Pittock Block, Portland, no doubt pertains to the tunnel construction near Bonneville, and which contract was awarded and is under the supervision of the Federal Government.

The above mentioned contract for the grading and surfacing is practically complete at this time. The total amount paid the contractors to date is $68,841.03 and the retained percentage is $8,466.75.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1868
Mult. Co

RECEIVED
SEP 14 1937
OREGON
STATE HIGHWAY COMMISSION

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

September 13, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Bond No. 12073-A - Orino, Birkemeier & Saremal - Contract for grading, etc., Bonneville-Eagle Creek section of Columbia River Highway, Multnomah County, Oregon

A status report sent in by you dated August 16 states that this work at that time was 69% completed and the probable date of completion was set at September 15, 1937. In contrast to that, we received a letter on September 8 written by the Engineer Corps, Pittock Building, Portland, stating that the indemnity bond written in connection with this contract could be cancelled as of August 14, 1937, which would indicate that the work in question was completed. It may be that since you sent in the report that the work has been finished, and if it has, will you give us the completion and acceptance date, pleased? A stamped envelope is enclosed for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

Aug. 15 - Est. #12 -
E - $ 95,307.78
R - $ 8,466.75
Pd - $ 86,841.03
8470

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUN 10 1937
FOR FILING
174-9

June 7, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith please find an approved copy of the subcontract under the terms of which Warren Northwest Inc. agree to prepare base and construct bituminous macadam (placing only the mineral aggregate) for Orino, Birkemeier and Saremal on their Contract No. 1868 for the Bonneville-Eagle Creek Section.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Orino, Birkemeier & Saremal
Warren Northwest Inc.
C. B. Speaker

Encl.

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 10 1937
FOR FILING
174-3

June 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: E. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith please find an approved copy of the sub-contract under the terms of which Warren Northwest Inc. agree to prepare base and construct bituminous macadam (placing only the mineral aggregate) for Orino, Birkemeier and Saremal on their Contract No. 1868 for the Bonneville-Eagle Creek Section.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Orino, Birkemeier & Saremal
Warren Northwest Inc.
C. B. Speaker

Encl.

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING

[illegible] 1, 1937.

Mr. C. B. Speaker,
Resident Engineer,
Bonneville, Ore.

Dear Sir:

NOTED
State Highway Engineer

At the request of Mr. Collier, we are attaching herewith copy of sub-contract between Grims, Birkemeier and Sarensi and Collins Concrete and Steel Pipe Company to construct cable guard fence on the Bonneville-Eagle Creek Section.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

W. O. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock
E. A. Collier

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1937
FOR FILING
174-C

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
June 1, 1937

RECEIVED
JUN 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Mr. Speaker requests a transitman and two chainmen early this week for Eagle Creek.

The contractor is finishing up slopes, constructing masonary guard fence and will very shortly be placing base rock and expects to oil about July 1st.

I do not have any party available to transfer to Mr. Speaker. We have borrowed transit parties several times to set slope stakes etc. the past few months.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
C. B. Speaker

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 2 1937
FOR FILING
174-9

RECEIVED
JUN 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon
May 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: E. G. Smith

Dear Sir:

Yesterday we mailed you an approved copy of the sub-contract by the Collins Concrete and Steel Pipe Company to construct cable guard fence for Orino, Birkemeier and Saremal on the Bonneville-Eagle Creek Section. We also inadvertently attached an approved copy of the sub-contract to Mr. Baldock's copy of the letter. We would like to have one of these copies back for Mr. Speaker.

If you can locate the extra copy, please mail direct to Mr. Speaker and advise us.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
C. B. Speaker

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING
1771-G

Portland, Oregon
May 28, 1937

RECEIVED
JUN 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: E. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith approved copies of the sub-contract whereby the Collins Concrete and Steel Pipe Company agree to construct cable guard fence for Orino, Birkemeier & Saremal under their Contract No. 1868 on the Bonneville-Eagle Creek Section.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. BALDOCK
C. B. Speaker
Orino, Birkemeier & Saremal
Collins Concrete & Steel Pipe Co.

FORM 401 F. 4-36 1M

#1868 ✗

RECEIVED
MAY 26 1937
FOR FILING
174-8

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon
ATWATER 8521

RECEIVED
MAY 25 1937
STATE HIG[illegible]MMISSION

May 24, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: ORINO, BIRKEMEIER & SAREMAL
Bonneville, Oregon

It is our understanding that Orino, Birkemeier & Saremal have a contract with the State Highway Department for the construction of the highway approach to the Toothrock Tunnel in the vicinity of Bonneville, Oregon.

Inasmuch as we contemplate furnishing petroleum products on this operation we will appreciate your completing the attached contractor questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B

RECEIVED
MAY 11 1937
FOR FILING
174-2

May 10, 1937

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Attention: Theodore Shoemaker

Gentlemen:

We acknowledge receipt of your letter of May 7th, requesting special provisions and blueprint plans covering the contract for the improvement of the Bonneville-Eagle Creek Section of the Columbia River Highway under contract to Orino, Birkemeier and Saremal.

Under separate cover, we are sending you one copy each of the special provisions and blueprint plans for the above contract and call your attention to the next to last paragraph on Page 28 of the special provisions which provides that the crushed materials used in the application of the asphalt binder course are to be paid for at the price bid per cubic yard for "Mineral Aggregate in Place."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by V. G. O'Neil/ER

WARREN NORTHWEST INC.
formerly
NORTHWEST ROADS COMPANY

BOISE, IDAHO
BILLINGS, MONTANA

P.O. BOX 5072
PORTLAND, OREGON

May 7, 1937

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon

Subject: ORINO, BIRKEMEIER AND SAREMEL
CONTRACT No. 1868

Dear Mr. Probert:

We are considering the submission of a subcontract quotation to Orino, Berkemeier and Saremel for the oiling portion of their contract No. 1868 close to Bonneville.

We will appreciate receiving copy of special provisions covering this contract and blue print showing width and thickness of the construction.

We understand a binder course of asphalt and crushed rock 30 ft. wide is specified and we are wondering under which of the bid items the crushed rock is to be paid for. Will this material be considered oil rock?

Thanking you in advance, we are

Very truly yours,

WARREN NORTHWEST INC.

Theodore Shoemaker
President

TS:ZA

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 22 1937
FOR FILING
174-2

March 19th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. Farmer.

Dear Sir:

In answer to your letter concerning the possibility of getting a sand cushion from the cut immediately back of Orino's camp, I beg to advise that we are unable to obtain this material.

Mr. Waha, Forest Supervisor, advised us that the property is under least to the U. S. Army Engineers, and they declined to relinquish their occupancy of the grounds. Our agreement with the Army Engineers was to the effect that we would not advance our construction westerly beyond the junction with the old highway at Station 1788 at this time.

It seems to me that the material back of Orino's cut contains too much clay for sand filler and that you should haul the sand from Cascade Locks or Bonneville.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
FEB 12 1937
FOR FILING
174-D

February 11th, 1937

Mr. S. Murray
Resident Engineer
Union Pacific Ry.
Portland, Oregon

Dear Sir:

In answer to your inquiry concerning the construction of the guard fence through the Eagle Creek Cut.

I beg to advise that a study was made of the possibility of constructing this guard fence last fall, but it was deemed impractical until after the surfacing had been completed. The permanent surface of the road will be some little lower than the existing road, particularly at each end of the big cut, and if the guard fence were built to fit the permanent grade it would be of very little service at the present time, as the danger point on the curve at the eastern end of the cut would be higher than the fence.

I anticipate that the regrading and surfacing will have progressed sufficiently so that the fence can be constructed about the first of June.

Very truly yours,

State Highway Engineer

R

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

February 10,1937

RECEIVED
FEB 11 1937
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Mr. Smith
By State Highway Engineer

Please prepare
an answer for me.

Mr.R.H.Baldoc
State Highway
Salem, Oregon

Dear Sir:

Ref 936, and related

correspondenc ard fence through

the big cut s

Ma hat no progress

has been mad now advise when

this fence w

RECEIVED
FEB 11 1937

Form 3010

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

February 10,1937

RECEIVED
FEB 11 1937
OREGON
STATE HIGHWAY COMMISSION

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Referring to your letter September 10,1936, and related correspondence, in regard to construction of a guard fence through the big cut at Bonneville east of Eagle Creek:

May I call your attention to the fact that no progress has been made in regard to this matter. Can you now advise when this fence will be built?

Yours very truly,

S MURRAY

RECEIVED
FEB 11 1937
[illegible]

SHIP AND TRAVEL BY RAIL

RECEIVED
NOV 30 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 24 1936
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 174-D
Bonneville-Eagle Creek section,
Columbia River Highway

174-D

November 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

For

Hy pr 29721

Form P. R. 2

State Oregon

Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
[illegible]

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of October, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of October, 1931, a project statement, which was approved by the Secretary on the 10th day of December, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 6th day of May, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-two thousand and 00/100 dollars ($32,000.00) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1737+00, a point in the SE 1/4, Sec. 21, T. 2 N., R. 7 E., W.M., and survey station 1775+12, in the SE 1/4, Sec. 22, T. 2 N., R. 7 E., W.M., at the northeasterly end of Sec. B of said project (excepting therefrom that portion between survey stations 1757+28.9 and 1766+83)

, length 0.541 of a mile~~s~~, in Multnomah County,
being Section B of Oregon project No. 174, consisting of
0.541 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span.
~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty-two thousand, and 00/100 dollars ($32,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thousand, three hundred and 00/100 dollars ($100,300.00), the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 10th day of Nov., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

8—5512

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 174-D, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 100,300.00 as the total estimated cost of said project, and the sum of $ 32,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 10th day of Nov
one thousand nine hundred and thirty-six

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

174-E

October 10, 1936.

In reply please refer to File No.

Mr. C. H. Probert,
Office Engineer,
Salem.

Attention - Mr. N. C. Wood.

RECEIVED
OCT 14 1936
OFFICE OF
CONSTRUCTION ENGINEER

Dear Sir:

Reference is made to the Orino, Birkemeier & Sarsnal job on the Bonneville Section regarding their hiring men without authority of the N.R.S.

Have investigated this contract recently and find that the N.R.S. does not furnish lists, nor do they send men in required time, nor do they make any other move to fill the contractors' needs.

In checking on the lists I find in most cases at least two weeks elapse before an answer is received. Under these conditions on this contract, the contractor is permitted to hire his workmen.

Mr. Sargent of the Bureau of Public Roads found this same condition, and I have repeatedly called this to the attention of the Portland office of the National Reemployment Service - attention of the office, and as yet have not been able to get lists in proper time.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By Ray Webber
Ray Webber,
Labor Regulations Engineer.

RW/H

CC to
R.H. Baldock ✓
H. G. Smith

REFERRED TO
H G Smith
By State Highway Engineer

write a letter to Lee Green for my signature

#1868

174-D

RECEIVED
OCT 13 1936
STATE HIGHWAY COMMISSION

October 10th, 1936.

Chas. R. McCormick Lumber Co.,
McCormick Terminal,
Portland, Oregon.

Gentlemen:

Enclosed herewith find our Check #1584 - $ 13,443.62, in payment of the greater part of your account for lumber furnished to our Arch Cape project.

We are holding up payment on a few small invoices at the request of our local representative, due to some contra charges to apply, details of which are not at hand at this time.

You will oblige us by advising the State Highway Commission of receipt of this payment in view of your notification to them some time ago of the obligation.

Yours very truly,

ORINO, BIRKEMEIER & SAKEMAL CO.

Sgd G. L. Oman

Auditor.

GLO/B

REFERRED TO
BY SECRETARY

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 174-D

September 28, 1936

FILED
SEP 29 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Ton

174-D

September 19, 1936.

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Co.,
Portland, Ore.

Dear Sir:

Reference is being made to your letter of September 16th, regarding Orine, Birkemeier & Saremal application for power line crossing near Bonneville, east of Tooth Rock Tunnel, at railroad station 2170+72.5.

The placing of the compressor house and part of the power line upon the right of way over which the railroad company has agreed to grant the Highway Department an easement, meets with our approval.

As requested we are returning copy of plan of this crossing.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Mr. H. G. Smith;

Please Prepare reply for

me.

RHB

9/18/36

RECEIVED
SEP 18 1936

Form 2010
1-36-2,000

UNI D COMPANY

S. MURRAY,
RESIDENT ENG

PORTLAND, OREGON

RECEIVED
SEP 17 1936
OREGON
STA

September 16,1936

Mr.R.H.B
State Hi
Salem,Or

Dear Sir

h

e application to us for a

2300 vol ,just east of Tooth Rock

Tunnel, 0 plus 72.5. The crossing

also inv use south of the track.

This pro he construction of the

State Hig nd part of the power line however is located on right of way over which we have agreed to grant you an easement for the construction of the highway, such agreement being dated December 12,1935. Before we grant the right to cross our track would like to have advice from you as to whether the plan is satisfactory or whether you have any objections thereto. I attach copy of the plan as submitted to us, which please return with your reply.

Will you please advise.

Yours truly,

S MURRAY

SHIP AND TRAVEL BY RAIL

Form 3010
1-36-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

SEP 17 1936
OREGON

September 16,1936

REFERRED TO
H. G. Smith

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir: Attention Mr.H.G.Smith

Orino,Birkemeier & Saremal have made application to us for a 2300 volt power wire crossing near Bonneville,just east of Tooth Rock Tunnel, which crosses at Railroad Station 2170 plus 72.5. The crossing also involves construction of a compressor house south of the track. This project is probably in connection with the construction of the State Highway tunnel. The compressor house and part of the power line however is located on right of way over which we have agreed to grant you an easement for the construction of the highway, such agreement being dated December 12,1935. Before we grant the right to cross our track would like to have advice from you as to whether the plan is satisfactory or whether you have any objections thereto. I attach copy of the plan as submitted to us, which please return with your reply.

Will you please advise.

Yours truly,

S MURRAY

FORM [illegible] 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

174-D

September 10th, 1936

Mr. G. Murray
Resident Engineer
Union Pacific Co.
Portland, Oregon

Dear Sir:

I am attaching a print from the specifications of the Bonneville-Eagle Creek Section, Orino, Birkemeier and Saramal, contractors, which shows the guard fence to be erected along the big cut at Bonneville.

I will contact the Division Engineer, Mr. Collier, immediately to see that the contractors erect this fence as soon as possible.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

174-B

X

September 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Bonneville-Eagle Creek Section, F. A. Project No. 174-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 174-B

BONNEVILLE-EAGLE CREEK SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 22, 1936

All Required		Clearing and Grubbing		$ 3,262.97
All Required		Removal of Bridge		300.00
2,950	cu. yds.	Trench Excavation	$ 1.00	2,950.00
36,500	cu. yds.	Common Excavation	0.50	18,250.00
23,700	cu. yds.	Solid Rock Excavation	0.50	11,850.00
35,400	yd. sta.	Overhaul	0.02	708.00
33,000	yd. mi.	Truck Haul	0.20	6,600.00
0.54	mile	Finishing Roadbed and Slopes	400.00	216.00
2,200	lin. ft.	Rounding Cutbanks	0.10	220.00
1,680	lin. ft.	10" Perforated Concrete Pipe	1.00	1,680.00
190	lin. ft.	15" Concrete Pipe	2.30	437.00
410	cu. yds.	Rock Backfill in Drains	1.50	615.00
4	only	Concrete Catch Basins	50.00	200.00
680	cu. yds.	Cement Rubble Masonry	12.00	8,160.00
450	cu. yds.	Rubble Masonry Guard Rail	15.00	6,750.00
160	cu. yds.	Class "A" Concrete	25.00	4,000.00
3,200	lbs.	Metal Reinforcement	0.10	320.00
2,300	lin. ft.	Cable Guard Fence	0.90	2,070.00
220	cu. yds.	Detour Surfacing Materials	1.50	330.00
1,000	yd. mi.	Hauling Detour Surfacing Material	0.20	200.00
6,520	cu. yds.	Rock Subbase	0.90	5,868.00
1,170	cu. yds.	1½" - ¾" Rock in Base	1.50	1,755.00
920	cu. yds.	¾" Rock in Base and Shoulders	1.50	1,380.00
120	cu. yds.	¾" Rock in Footpaths	1.50	180.00
2,400	cu. yds.	Filler	0.50	1,200.00
2,400	yd. mi.	Hauling Filler	0.20	480.00
360	M-Gals.	Sprinkling	2.00	720.00
0.63	mile	Preparation of Base	500.00	315.00
1,120	cu. yds.	Mineral Aggregate in Place	5.50	6,160.00
69	tons	Asphalt in Place	45.00	3,105.00
20	tons	Cutback Asphalt in Place	45.00	900.00
			Subtotal	$ 91,181.97
			10% Engr. & Cont.	9,118.19
			Total	$ 100,300.16

Length of Roadwork 0.541 mile
Cost per mile $ 185,397.70

Federal Aid Funds Requested- $ 32,000.00
State Funds Available- 68,300.16
$ 100,300.16

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

~~[illegible]~~ 1000 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

174-8

OREGON STATE HIGHWAY COMMISSION

SALEM

August 10, 1936

Mr. E. A. Collier
7729 Southeast 13th Avenue
Portland, Oregon

Dear Sir:

I have just read your letter addressed to Mr. Baldock directed to the attention of Mr. Smith, and now referred to me by Mr. Lowe, relative to construction work of the Bonneville-Eagle Creek Section of the Columbia River Highway.

An agreement which so far as I am advised incorporated all of the matters involved in the above highway construction in which the federal government and the state were jointly interested was executed by the government and by the state and in that agreement it was provided that the state should convey to the government a certain portion of the Gadhart property reserving the right to occupy a portion of the same for highway purposes. The state has made that conveyance. The agreement also provided that the government should credit the state's account with $12,646.09, as its share of the amount paid to Gadhart as a result of the condemnation action. The government was also to allow the state credit for the sum of $6,500, in satisfaction of any claim which the state might have in connection with the temporary detour which was to be provided and used during the construction of the railroad grade. And the third item was a credit of $2500 to cover the state's claim for damage resulting from the impounding of water in connection with the construction of the dam. The fourth item was a credit of $40,500 to cover damage to the state's bridge across Eagle Creek. In other words so far as the agreement is concerned there were four items for which the state was to receive credit:

1. $12,646.09 for right of way.

2. $6,500 for detour road.

3. $2,500 for flowage rights.

4. $40,500 for damage to bridge.

My understanding is that these sums were to be allowed as credits against what the state owes the government for the construction of the highway grade.

Mr. E. A. Collier - 2 August 13, 1936

I delivered a copy of the agreement to Mr. Parsons and I checked with him these several amounts before the agreement was signed. If you need further information which I have, I will be glad to furnish it.

Very truly yours,

J. M. DEVERS

JMD DK
cc R. H. Baldock
H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

174

16 1936

~~Salem~~
Portland, Oregon
Aug. 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with Mr. Baldock's request I have written a letter covering change in schedule of performance on Bonneville-Eagle Creek Project and the securing of the contractor's written agreement that he will not be entitled to any increased compensation on account of doing the work now instead of after completion of the tunnel as specified.

The contractor has requested permission to do the excavation now and take the slightly longer haul at his own expense in order that he can move his shovel equipment away to a job at Crater Lake and so that the material will be dry, rather than saturated as he expects it to be next spring.

Attached herewith is the letter to which is attached the written agreement of the contractor.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. Speaker
R. H. Baldock

Encl.

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon

Aug. 13, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Orino, Birkemeier and Saresal
Bonneville, Oregon.

Gentlemen:

Your contract for Bonneville-Eagle Creek, grading and bituminous macadam surfacing provides:

"Particular attention is called to the fact that the grading contractor is to perform no work on the portion of the project which is between Station 1766 plus 83 and 1775 plus 50 until the work of the tunnel contractor is completed, unless the performance of such work is previously consented to by the tunnel contractor and by the engineer."

Being also the tunnel contractor, you have requested permission to perform this work now.

The engineer consents to your request for this change in plans providing there will be no increased cost to the state for haul or any other item affected by this change.

If you agree that you will not be entitled to any increased compensation on account of doing the work now instead of after completion of the tunnel, please sign the attached copy of this letter and return to me promptly.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
C. B. Speaker

AGREED DAN BIRKEMEIER (SIGNED)

Orino, Birkemeier and Saresal
Contractors

August 14, 1936

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

✓

174-B

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Aug. 15, 1936

AUG 16 1936
OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On July 31st you sent a letter and copy of Contract No. W694 eng.-120 relative to construction of the Bonneville-Eagle Creek Section of the Columbia River Highway.

Investigation and checking with Engineers Spraker and Cadmus indicates that all work to be performed by the government and by the state has been completed and the state is maintaining the sections of highway in use.

Have the financial arrangements between the U. S. government and the state been performed? Has the state conveyed to the government title to the tracts mentioned in the agreement?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

IN REPLY PLEASE REFER TO FILE NO.

174-D

Portland, Oregon
Aug. 4, 1936

RECEIVED
AUG 5 1936
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Attached hereto you will find Order for Extra Work for clearing a 300 foot section of the right of way of the Columbia River Highway west of the west end of the Bonneville-Eagle Creek Project. It has been planned to use excavation from this section for filler on the surfacing to the east.

Very truly yours,

By E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

x

174-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
OCT 29 1936
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 16, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to copies of contract for Oregon U.S.Public Works project NRH 174-C, executed by Major C. F. Williams of Corps of Engineers, Contracting Officer, with Orino, Birkemeier & Saremal.

We need three copies of the bond, one certified, to accompany copies of contract, and would appreciate receipt of the same at an early date, so that the proper documents can be forwarded to our Regional and Washington Offices.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Ian

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

174-2

July 1, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. C. B. Speaker,
Resident Engineer,
Bonneville, Ore.

Dear Sir:

Mr. H. M. Piper of Cascade Locks has under lease from the O.W.R. & N. R.R. Company a triangular parcel of land at Eagle Creek. Mr. Piper wishes to build a trestle approach to the highway, and has asked for a permit. He does not need a permit to build the approach, but it should be built in such a location and in such a manner as will not create a traffic hazard.

Will you please see Mr. Piper and look over the ground so that the approach will be plac ed in the most satisfactory location.

For your information, Mr. Piper has executed a three party agreement allowing the State to use a portion of the low land as a stockpile site for waste material on the Tooth Rock Tunnel. If Mr. Piper is not in a hurry for his approach road and it can be built from the waste materials to be stockpiled at that location without additional cost to the state, it will be permissable to build approach road for him as a consideration for allowing the department to use a portion of the land for stockpile purposes.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock
E.A. Collier

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 1, 1936.

Mr. M. M. Piper,
P. O. Box 45,
Cascade Locks, Ore.

Dear Sir:

We are very sorry that we overlooked replying to your request to build an approach road to the highway at Eagle Creek.

It is not necessary that you have a permit to build an approach, but the approach should be so located as not to create a hazard to the traveling public, and construction approved by and built in accordance to plans satisfactory to the highway department.

We have asked our resident engineer, Mr. Speaker to call upon you and go over the situation on the ground.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

FORM 5-A-1 10M 4-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

174-9

June 23rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Acting upon your suggestion, I endeavored to obtain permission for Resident Engineer Speaker to use the Bureau chainmen on the Bonneville-Eagle Creek Section. Their suggestion, according to the attached letter, is that we employ one chainman and they employ one, to be combined alternately on the two sections.

I feel this to be very cumbersome and prefer that Mr. Speaker be provided with requisite party of our own. We have two minor relocations where the highway must be changed to accommodate the high water of the Bonneville Dam. Mr. Speaker can make these locations in connection with his other work and will have sufficient work to retain the services of a party.

Pending the transfer to Mr. Collier, I have instructed Mr. Libby to go over these locations with Mr. Speaker and arrange the necessary details for him to start on that work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
E. A. Collier

NOTED
[illegible]

174 C & D

June 19, 1936

Grime, Birkemeier & Saremal
Box 752
Bonneville, Oregon

Gentlemen:

We are returning to you today, by express, a fully executed copy of State Highway Contract No. 1868, awarded you on May 21, 1936 for 0.83 mile grading and bituminous macadam surfacing on the Bonneville-Eagle Creek Section of the Columbia River Highway in Multnomah County.

This copy is being sent you for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

FORM 401 P. 2-36 5M

#1868

174 C & D

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8621

6TH FLOOR YEON BUILDING
Portland, Oregon

JUN 10 1936

June 9, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: RE: ORINO, BIRKEMEIER & SAREMAL

It is our understanding that Orino, Birkemeier & Saremal have just been awarded a $112,000.00 contract in the vicinity of Bonneville.

We will appreciate your completing the attached contractors' questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION ~~OIL~~ COMPANY OF CALIFORNIA

T. J. Awbrey

District Credit Supervisor

LH:B
Encls

174G+9

June 6, 1936

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Co.,
Pittock Block,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of June 5th concerning highway contract near Bonneville.

You are advised that this is our contract No. 1868 - Bonneville-Eagle Creek Section of the Columbia River Highway in Multnomah County, 0.85 miles of grading and bituminous macadam. This contract was awarded to Orino, Birkemeire and Saremal, Bonneville, on May 21, 1936. The amount of the contract is $112,880.00 and the date of completion is July 31, 1937.

The above firm is a co-partnership consisting of Sam [illegible], Portland; Dan Birkemeier, Milwaukie, Oregon, and Wm. Saremal, Milwaukie, Oregon.

The bond furnished in connection with the contract was written by the General Casualty Company of America and the Maryland Casualty Company for whom Brisbine & Mansfield who have offices in the Lewis Bldg., Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

174 G-9

June 6, 1936

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Co.,
Pittock Block,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of June 5th concerning highway contract near Bonneville.

You are advised that this is our contract No. 1868 - Bonneville-Eagle Creek Section of the Columbia River Highway in Multnomah County, 0.83 miles of grading and bituminous macadam. This contract was awarded to Orino, Birkemeire and Saremal, Bonneville, on May 21, 1936. The amount of the contract is $112,880.00 and the date of completion is July 31, 1937.

The above firm is a co-partnership consisting of Sam [redacted] Portland; Dan Birkemeier, Milwaukie, Oregon, and Wm. Saremal, Milwaukie, Oregon.

The bond furnished in connection with the contract was written by the General Casualty Company of America and the Maryland Casualty Company for whom Brisbine & Mansfield who have offices in the Lewis Bldg., Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Form 3010

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

JUN 6 1936
STATE HIG

✓

June 5,1936

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

It is my understanding that bids were opened on May 21st for the reconstruction of a section of the Columbia River Highway on each side of Tooth Rock Tunnel near Bonneville.

As soon as contract has been awarded please send me a copy of the proposal or contract and

1. Name of contractor, and whether a corporation, individual or partnership.
2. His address.
3. The date which will be given the construction contract.

This information is necessary in order that usual indemnity agreement and bond can be drafted between the contractor and the railroad company.

Yours very truly,

S MURRAY

REFERRED TO
McFarland
BY SECRETARY

acknowledge and do

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

174 C eng

May 28, 1936

MAY 29 1936
OREGON
STATE HI[illegible] COMMISSION

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. ~~R.~~ G. Smith

Dear Sir:

As you know I am planning on having the B. P. R. survey crew do our work on the Eagle Creek job and the matter was discussed with Mr. Farmer who agreed to do this but suggested that you make a formal application to Mr. Lynch.

I therefore ask that you write Mr. Lynch asking that the survey crew be permitted to perform the work on our job.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e

174 C o 9

June 1st, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Mr. Lytle has had some conversation with Mr. Farmer concerning the possibilities of combining the survey crews on the Bonneville-Eagle Creek Section with those of the Tooth Rock Tunnel Section.

We have assigned Mr. Speaker as Resident Engineer to the section of the work which is ours, but it has been suggested that your chainmen could work part time for the State Highway Resident Engineer and thus avoid unnecessary expense as there is hardly enough work on either job for full time surveying crews.

If you consider this suggestion practical, will you kindly authorize your survey crew to work part time on the highway job, their time when so working to be carried on the State payroll.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

174 e

IN REPLY PLEASE
REFER TO FILE NO.

May 28th, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon.

Dear Sir:

It is noted that you are placing C. B. Speaker as Resident Engineer on the Bonneville-Eagle Creek Section. We have no record of a wage request being submitted for approval.

Will you please do this immediately.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

174-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 29 1936
FOR FILING

May 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 174-C, the Eagle Creek section, and 174-D, the Bonneville-Eagle Creek section of the Columbia River Highway, to Orino, Birkemeier & Saremal, Bonneville, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

174-D

May 2, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Bonneville-Eagle Creek Section, F. A. Project No. 174-D.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

We are also sending five blueprint copies of project statement map for project number 174, which map has been revised by extending the project to include the proposed work to be done under Project No. 174-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Oregon State Highway Department

Federal Aid
Project No. 174-B

BONNEVILLE-EAGLE CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 2, 1936

All Required		Clearing and Grubbing		$ 2,000.00
"	"	Removal of Bridge		500.00
2,950	cu. yds.	Trench Excavation	$1.20	3,540.00
36,500	" "	Common Excavation	0.50	18,250.00
23,700	" "	Solid Rock Excavation	1.00	23,700.00
35,400	yd. stas.	Overhaul	0.02	708.00
33,000	yd. mi.	Truck Haul	0.15	4,950.00
0.54	mile	Finishing Roadbed and Slopes	700.00	378.00
2,200	lin. ft.	Rounding Outbanks	0.10	220.00
1,680	lin. ft.	10" Perforated Concrete Pipe	1.30	2,184.00
190	lin. ft.	18" Concrete Pipe	2.50	475.00
410	cu. yds.	Rock Backfill in Drains	2.00	820.00
1	only	Concrete Catch Basin	30.00	30.00
680	cu. yds.	Cement Rubble Masonry	12.00	8,160.00
450	" "	Rubble Masonry Guard Rail	14.00	6,300.00
160	" "	Class "A" Concrete	20.00	3,200.00
3,200	lbs.	Metal Reinforcement	0.06	192.00
2,300	lin. ft.	Cable Guard Fence	1.00	2,300.00
220	cu. yds.	Detour Surfacing Materials	0.80	176.00
1,000	yd. mi.	Hauling Detour Surfacing Material	0.15	150.00
6,520	cu. yds.	Rock Subbase	0.60	3,912.00
1,170	" "	1¼" - 3/4" Rock in Base	2.00	2,340.00
920	" "	3/4" Rock in Base and Shoulders	2.00	1,840.00
120	" "	½" Rock in Footpaths	2.10	252.00
2,400	" "	Filler	0.50	1,200.00
2,400	yd. mi.	Hauling Filler	0.20	480.00
360	M-Gals.	Sprinkling	2.00	720.00
0.63	mile	Preparation of Base	100.00	63.00
1,120	cu. yds.	Mineral Aggregate in Place	3.00	3,360.00
69	tons	Asphalt in Place	30.00	2,070.00
20	"	Cutback Asphalt in Place	30.00	600.00
		Subtotal		$ 95,070.00
		10% Engr. & Cont.		9,507.00
		Total		$104,577.00

Length of Roadwork 0.541 mile
Cost per mile $193,303.14

Federal Aid Funds Requested- - - - - - - - - - - - - - - - -	$ 10,000.00
State Funds Available- - - - - - - - - - - - - - - - - -	94,577.00
	$104,577.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 8 1936
OREGON
STATE HIGHWAY COMMISSION

May 6, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid project 174-D, the Bonneville-Eagle Creek Section of the Columbia River Highway, have been recommended for approval as of this date, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The retaining wall sheet No. 5910 is not consistent with the special provisions in that it indicates that features especially prohibited in the provisions, such as coursed stone, equal size stone contiguous, longer vertical axes, etc., will be allowed.

Our approval of this project is subject to the condition that a revised drawing satisfactory to this Bureau will be substituted.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Revised drawing
sent to Bureau
on May 7th
Sgb

FORM 2-C-1 28168 2M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
DEC 4 1936
F[illegible]

RECEIVED
APR 20 1936
OREGON
STATE HIGHWAY COMMISSION

174 C & D

April 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In our estimate on the Bonneville Eagle Creek job which goes to the B. P. R. we should include an item for the oiling or the paving of the detours by State Forces. I figure roughly that we will have to pave or oil about 1500 square yards of which 700 square yards is on the detours we will build and 800 square yards on the two detours built by the Bureau. A rough estimate of this cost is $1.00 per square yard.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division engineer

kdl/e
cc S. H. Probert

H. G. SMITH

RECEIVED
APR 20 1936

150-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

UU APR 2 1936 LL
STATE H

April 1, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Supplementing our letter of March 31, 1936 authorizing advertising of Oregon Federal Aid project 150-C, the Toledo-Olalla Creek Section, in computing the available balance we forgot to deduct the reserve to complete the one percent landscaping program. We also believe at least $5,000 should be reserved to provide some participation in initiating the work programmed under Project 174 for the Columbia River Highway near Eagle Creek, FAP 174-D.

It is, therefore, necessary to further reduce the Federal Aid requested for FAP 150-C to $46,616.67.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

REFERRED TO
Mr. Probst
By State Highway Engineer

FORM 5-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const
Projects
Primary

OREGON STATE HIGHWAY COMMISSION

SALEM

February 24th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

NOTED
State Highway Engineer

I am forwarding to you the profile of the Bonneville-Eagle Creek Section in order that you may work up specifications and estimate of cost for that part of the project not being done by the Bureau of Public Roads.

Will you kindly submit these so that the project can be advertised for the early April letting.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER
By
H. G. Smith
Construction Engineer

HGS:AR
cc to: R. H. Baldock ✓

174 e

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Primary

February 10th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. A. Kirkwood
Locating Engineer
State Highway Dept.
1436 S. W. Montgomery St.
Portland, Oregon

Dear Sir:

You may forward the profile and cross sections of the Bonneville-Eagle Creek Section as soon as you have revised the quantities on the rock walls. It may be sometime before the bridge department completes their design of these walls, and any correction to be made can be done in this office.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓
W. E. Chandler

NOTED

Const
Hwys
Columbia River

December 6, 1935

Mr. E. Murray
Chief Engineer
O. W. R. & N. Company
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of November 30th, asking that the successful bidder for the proposed grading project between Bonneville and Eagle Creek be required to enter into an agreement with your company and to furnish bond in the amount of $25,000 in support thereof.

Your request will be complied with.

Accept our thanks for the form of indemnity agreement which was transmitted with your letter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

SMP:MB

FORM 3010

Standard
10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
[illegible]

PORTLAND, OREGON

November 30,1935

DEC 2 1935

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir: Attention Mr.H.G.Smith

In connection with proposed revision and construction of a section of the Columbia River Highway between Bonneville and a short distance east of Eagle Creek, will you please arrange as usual in writing your specifications, to obligate the contractor to enter into usual indemnity agreement with the OWR&N Company, and The Western Union Telegraph Company, for protection of our facilities and rail operations during the period of construction. This agreement should be supported by bond in favor of the Railroad and Telegraph Companies in the sum of $25,000.

In writing this letter it is my understanding that the Bureau of Public Roads will contract and supervise the construction of the tunnel and also a short stretch of the highway on each side of the tunnel, and that the State will contract and supervise the construction of the balance of the highway between points A and B as referred to in the easement agreement which will be forwarded to you in the next day or so.

For your information I hand you herewith copy of our form of usual indemnity agreement covering projects of this kind, with form of bond attached. The parties to the contract and description of the project are of course omitted on Page 1 of the agreement and bond.

Will you kindly advise if you will so arrange.

Yours truly,

S MURRAY

CC Mr.W.H.Lynch,
District Engineer,
Bureau of Public Roads,
Port Office Bldg,Portland,Ore.

DEC 1 1935

SHIP AND TRAVEL BY RAIL

CONTRACT# 1869

26-1122 Multnomah County Pavement
Planing and Resurfacing 1936

1869

RECEIVED
FEB 19 1937
FOR FILING

26-1122

February 18, 1937

Mr. R. C. Simpson
District Engineer
Department of Highways
Vancouver, Washington

Dear Sir:

We are submitting herewith our bill for the State of Washington's share of the cost of resurfacing the Columbia River Interstate Bridge at Vancouver, performed by Warren Northwest, Inc., under State Highway Contract No. 1569, and for the cost of placing additional concrete in the lift span counterweight. There is also included the cost of resurfacing of the street at the north approach to the bridge, which was performed as force account work under the Warren Northwest contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

C. B. Probert
Office Engineer

Dict. by L. E. Ferguson/HH

cc E. L. Collier

Encl.

Form 123—1711—1500—11-31.

Salem, Oregon, February 18th, 1937

State of Washington,

Olympia, Washington.

No. 2265

To OREGON STATE HIGHWAY COMMISSION, Dr.

For one-half the cost of resurfacing the deck of the Columbia River Interstate Bridge at Vancouver, including additional concrete placed in the counterweight, and for 100 per cent of the cost of resurfacing the north approach to the bridge.

__Bridge Resurfacing__ (Warren Northwest, Inc., Contractor):

Pavement planing,	11,788 sq. yds. at $0.18	$2,121.84	
Wearing surface,	558 tons at 6.00	3,348.00	
Field engineering - prorated at 3.22%		176.12	
		$5,645.96	
State of Washington's share - 50%- - - - - - - -			$2,822.98

__Concrete in Counterweight__ (State Force Work):

Labor, Oct. 27, Nov. 4, 6, 9 and 13, 1936 - - - -	$ 71.81	
Jones Lumber Co., 320' 1 x 12 at $22.00- - - - -	7.04	
192' 2 x 12 at 20.00- - - - -	3.84	
Readymix Concrete Co. 6 cu. yds. concrete at $7.00- -	42.00	
Truck rental, 2½ days at $2.20 - - - - - -	5.50	
Gasoline and oil- - - - - - - - - - - -	4.20	
Industrial insurance on labor - - - - - - - -	6.49	
	$ 140.88	
State of Washington's share - 50%- - - - - - - -		$ 70.44

__Resurfacing North Approach (Warren N. W., Inc., Force Account)__:

Labor - Foreman, 4 hrs. at 75¢ - - - - - - - -	$ 3.00	
3 laborers, 4 hrs. at 50¢ - - - - - - -	6.00	
Plus contractor's 15% - - - - - - - -	1.35	
Gasoline for burner, 30 gal. at 16¼¢ - - - - - -	4.88	
Plus contractor's 5% - - - - - - - -	0.24	
Rental of burner - - - - - - - - - - - -	5.00	
Wearing surface, 4 tons at $6.00 - - - - - -	24.00	
Field engineering - prorated at 3.22% - - - - - -	1.43	
	$ 45.90	
State of Washington's share - 100%- - - - - - - -		$ 45.90
Total - - - - - - - - - - - -		$2,939.32

Credit 26-1122-581- - $2,868.88
26-1501-152-01 - 70.44

16573	Jones Lbr Co Oct 26. 1936 320' Lbr. 1x12 22¢		7.04
16556	Readymix Concrete Co 6 Cu yds Class A Conc. 10-27, 11-4, 6		47.08
16630	Labor, Nov. 4, 6. 9, 13		57.86
17498	Ind. Insurance		.70
17657	Jones Lbr Co 192' 2x12 20¢		3.84
14824	Labor Oct 27		13.95
924	Ind. Ins.		5.79
Tr. 2362	Rental truck ½ day	} Oct + Nov.	1.10
Tr 2538	Rental of truck 2 days		4.40
Tr. 1021	Gas + oil		4.20

26-1122	Expended 1936	110.235.17
	" 1937	132.49
		110.367.66
	Engineering Exp	3.549.85
	Per cent of Eng	3.22 %

10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
J. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Portland Oregon
Feb. 15th. 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Cont. 1869

Mr. S. H. Probert,
Office Engineer,
State Highway Commission,
Salem, Oregon.

attn. Mr. L. E. Parsons.

Dear Sir,-

The five hundred feet south of the main bbridge was not resurfaced under the contract No. 1869.

The maintenance department had resurfaced Union Ave before Warren Northwest started placing the cut back on the bridge. The maintenance department started their work at the bridge and worked to Columbia Boulevard.

You will note the under run on the interstate bridge section of contract 1869. Part of this under run was because of the concrete headers along the rails, reducing the net width of the area surfaced.

The items of planing and Cut back as shown on the semi final estimate are on the bridge only.

Planing 11,788 Sq. yds. and cut back of 558 tons.

Very Truly Yours,

A. B. Dean,
Resident Engineer.

February 10, 1937

Mr. R. G. Simpson
District Engineer
Department of Highways
Vancouver, Washington

Dear Sir:

It has been necessary to write to our Resident Engineer, Mr. Dean, to secure the exact quantities of work performed on the Interstate Bridge non-skid contract, and, just as soon as these figures are received, we will submit our bill for your share of the cost.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/ER

February 10, 1937

Mr. A. B. Dean
Resident Engineer
425 S. E. 81st St.
Portland, Oregon

Dear Sir:

In connection with the resurfacing of the Interstate Bridge deck under the Warren Northwest, Inc., Contract No. 1869, it seems that there were some 500 feet treated south of the main bridge. Under an agreement with the State of Washington, one-half the cost of the work on the Interstate bridge proper is to be paid by that State. From the records in the office, we are unable to determine the cost of the bridge portion separate from the 500-foot section south of the bridge. Will you please advise the exact square yards of planing and tons of surface placed on the main bridge so that we can submit a correct bill to the State of Washington.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/ER

cc R. A. Collier

1-28-37

Jack McCallister

In connection with contract No. 1869, the Interstate bridge at Vancouver was resurfaced by Warren Northwest Inc. and we want to bill the State of Washington for 50% of the cost of the work on the bridge only. It seems that there were some 500 feet resurfaced south of the bridge on the Interstate Bridge Unit. Can you determine the exact Sq. yd of planing + tons of surface placed on the bridge proper so we can submit the bill - Thank you

L. E. Parsons

(567)

A B Dean

STATE OF WASHINGTON
CLARENCE D. MARTIN, GOVERNOR

DISTRICT OFFICES
NO. 1 SEATTLE
6TH AVE. SO. & SPOKANE ST.
NO. 2 WENATCHEE
111 FERRY STREET
NO. 3 OLYMPIA
204 NO. FRANKLIN ST.

1889

DISTRICT OFFICES
NO. 4 VANCOUVER
4200 MAIN ST.
NO. 5 YAKIMA
UNION GAP
NO. 6 SPOKANE
N. 2820 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS
LACEY V. MURROW, DIRECTOR
OFFICE OF DISTRICT ENGINEER
VANCOUVER

January 27, 1937.

Oregon State
Highway Commission
Salem, Oregon

Attention: Mr. S.H. Probert,
Office Engineer

C-1103
Interstate Bridge
Non-skid Seal

Dear Sir:

Reference is made to the above numbered C Job which was constructed and supervised by your department.

We have not as yet received a voucher billing us for the Department of Highways', State of Washington, share of this project. Please submit this voucher at your earliest convenience so that reimbursement may be made to your department.

Yours very truly,

E. C. SIMPSON, District Engineer

A E Bates
A. E. BATES, Office Engineer

ECS:ML
AEB
cc: L.V. Murrow

LL, CHAIRMAN, PORTLAND
ICH, PENDLETON
E. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Sept. 8, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
y Engineer
n

Attention: H. G. Smith

Parsons

The work referred to here is to be charged 100% to State of Washington at the same time they are billed for 1/2 of cost of work on Interstate Bridge.

. E. C. Simpson, District Engineer for the Wash-
e Highway Department at Vancouver, requested us
ren Northewest Inc. do some burning and place
ck wearing surface at the north end of the Van-
ge. Most of this work, in fact, was done on the
he right, north of the Bridge.

tached hereto is a statement of this extra work,
one on September 2nd. Unless you advise otherwise,
e shown as a separate section on the final esti-

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

ldock

RECEIVED
1936

L, CHAIRMAN, PORTLAND
ICH, PENDLETON
. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Portland, Oregon
Sept. 8, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Mr. E. C. Simpson, District Engineer for the Washington State Highway Department at Vancouver, requested us to have Warren Northewest Inc. do some burning and place some cut-back wearing surface at the north end of the Vancouver Bridge. Most of this work, in fact, was done on the street at the right, north of the Bridge.

Attached hereto is a statement of this extra work, which was done on September 2nd. Unless you advise otherwise, this will be shown as a separate section on the final estimate.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

RECEIVED
1936

Portland, Oregon

Sept. 4th. 1936.

26 - 1128

Copy

RECEIVED
SEP 8 - 1936
OFFICE OF
DISTRICT ENGINEER
DIST. NO. 1

Mr. R. C. Simpson
District Engineer,
Washington Highway Dept.
Vancouver, Washington.

Dear Sir,-

Attached is a statement of the extra work done by the Warren Northwest Inc. on the north approach to the interstate bridge, on Sept. 2nd. 1936.

Very Truly Yours,

A. B. Dean

Resident Engineer.

428 S.E. 51st. Ave.
Portland, Oregon.

SEP 1936

Statement of Additional work performed by

Warren Northwest Inc. at the

North Approach of the Interstate Bridge.

Work Done Sept. 2nd. 1936.

Burning high spots and placing Asphaltic wearing surface.

Foreman four hours at $ .75¢ per hour	$ 3.00	
3 Laborers " " at .50 " "	6.00	
	9.00	
Plus 15%	1.35	$ 10.35
Gasoline used in burner 30 gal at .16½ cts per gal. (.16¼)	4.95	
Plus 5%	.23	5.18
Rental of burner		5.00
		$ 20.53
Four tons of Cutback Asphaltic Concrete wearing surface at $ 6.00 per ton		24.00
Total		$ 44.53

Check to see that amounts billed against Washington are same as paid by Oregon
S.W.P.

ARCHIVES
1936

Also bill Washington for 50% of the cost of additional counterweight on the Interstate Lift Span due to surfacing materials placed on the deck -

Letter Steffen to Murrow Oct 19th requesting authority to do the work on 50-50 basis.

11-24-36

ELL, CHAIRMAN, PORTLAND
RICH, PENDLETON
L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 28, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. L. V. Murrow
Director of Highways
Olympia, Washington

Attention: Jas. A. Davis

Dear Sir:

To provide you with the information requested in your letter of July 24th, I am sending herewith a copy the contract and specifications under which the planing and resurfacing of the Interstate bridge at Vancouver is to be done. The typical cross-section in accordance with which the work is to be done will be found bound in the back of the contract form.

The contract covers work on three different sections of highway, your Department being financially interested only in a part of the work on the unit which is referred to in the contract as the "Interstate Bridge Section." The Interstate Bridge Section includes approximately 500 feet of work on the south approach to the bridge, which part of the work will, of course, be paid for by Oregon without cooperation from your State.

The work on the bridge is approximately 3,530 feet by 35 feet, and our estimate of the cost of that part of the work is as follows:

15,000 sq. yds.	Pavement Planing	at	$0.18	$2,700.00
530 tons	Cutback Asphalt Wearing Surface	at	6.00	3,180.00
	Total contract cost			$5,880.00
	Engineering and contingencies			588.00
	Total estimated cost			$6,468.00
	Washington share (50%)			$3,234.00

Very truly yours,

State Highway Engineer

#1869

FORM 2-9-1 1M 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 29 1936
STATE HIGHWAY COMMISSION

RECEIVED
DEC 30 1936
FOR FILING
26-1122

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
~~ROSEBURG, OREGON~~
Portland, Oregon

Dec. 28, 1936

Mr. J. McFarland
State Highway Department
Salem, Oregon

Dear Sir:

A copy of your letter of December 23rd to Warren Northwest Inc. received. You asked them to apply for an extension of time on their Contract 1869, after October 15, 1936.

You must have confused this job with some other, because all work was finished on this job on October 10th. This was shown on Dean's Weekly Reports and Monthly Estimates and in my letter on October 20th, when I recommended extension of time to October 15th.

I have called Warren Northwest and advised them that I was writing to you and that I thought they could let the matter rest, unless further advice was received.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP

~~Smith~~
J 511 C Z

21-1122

RECEIVED
DEC 24 1936
FOR FILING

#1869

December 23, 1936

Warren Northwest, Inc.,
Box 5072,
Portland, Oregon.

Gentlemen:

You are advised that the time limit on your contract No. 1869 for the construction of Three Sections in Multnomah County, expired on October 15, 1936. According to our records the work on this contract was not completed until November 10, 1936.

In order to complete our records will you please make application for an extension of time to November 10th. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to R. A. Collier.

Mr. Collier:

Please advise of your recommendations.

H. B. Glaisyer.

86-1122

RECEIVED
DEC [illegible] 1936
FOR FILING

1869

December 10, 1936

United States Fidelity & Guaranty Co.
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Attention [illegible]

Gentlemen:

You are hereby notified that State Highway Contract No. 1869 for the construction of the Three Sections of the Pacific, Columbia River and Mt. Hood Highways in Multnomah County has been completed by the Contractor, Warren Northwest, Inc., and that final settlement will be made by the State with said contractor for work done under this contract, on or after December 21, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $94,366.95, including the final payment. Of this amount $2,133.40 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

GE

86-11.2.2

RECEIVED
DEC 19 1936
FOR FILING

#1869

December 10, 1936

United States Fidelity & Guaranty Co.
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1869 for the construction of the Three Sections of the Pacific, Columbia River and Mt. Hood Highways in Multnomah County has been completed by the Contractor, Warren Northwest, Inc., and that final settlement will be made by the State with said contractor for work done under this contract, on or after December 21, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $94,366.95, including the final payment. Of this amount $2,133.40 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

FORM 2-6-1 1M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
~~ROSEBURG, OREGON~~
Portland, Oregon
Dec. 2, 1936

RECEIVED
DEC 3 1936
FOR FILING

26-1122

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Reference is made to your letter of December 1st, in which you ask for the contractor's application for an extension of time on Contracts No. 1869 and No. 1852.

171-a
26-1122

On Contract No. 1869 work was completed on October 10th. An extension of time was granted up to October 15th on this contract and there must be some error in your records as you have stated they show the completion date to be November 10th.

A request for further extension of time on Contract No. 1852, together with the engineer's recommendation and consent of surety, is being mailed you today.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By Wilbur M. Darby
Wilbur M. Darby
Office Engineer

WMD:DP

CC R. H. Baldock

Grant

RECEIVED
DEC 2 1936
FOR FILING

26-1122

December 1, 1936.

Mr. E. A. Collier
Division Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

You are advised that the time limit on the Warren Northwest, Inc., contract, No. 1869, three sections in Multnomah County, expired on October 15. According to our records, this contract was not completed until November 10.

You are also advised that the time limit on the Oregon Contracting Company-Theodore Arens contract, No. 1852, Columbia County Line-Portland Section, in Multnomah County, expired on September 30. It is noted that this contract was not completed until November 17.

Will you please take up the matter of further extension of time with the above contractors and forward us your recommendation? This should be done at your early convenience so that it will not be necessary to hold up the payment of their estimates.

Very truly yours,

Secretary

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

NOV 30 1936

Portland, Oregon
Nov. 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: J. W. McCallister

Dear Sir:

Herewith copy of invoice for one car of Grade "D" asphalt, used on the special cutback mix on the Columbia River Highway on Sandy Boulevard.

This is submitted by A. B. Dean to support the number of tons in that car. This material was used on the job under Price Agreement.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.
CC R. H. Baldock

FORM 9-A-4 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

Portland, Oregon
Nov. 25, 1936

IN REPLY PLEASE
REFER TO FILE NO.

26-1122

NOV 27 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. W. McCallister

NOTED
Chief Highway Engineer

Dear Sir:

A copy of your letter of November 24th to A. B. Dean, concerning the Multnomah County Planing Sections has been received.

Attached hereto you will find an invoice covering 2.95 tons asphalt, together with confirmation Department Order. I believe this will be a more satisfactory manner of handling than our customary Price Agreement and Invoice. However, should this not be satisfactory, please return the Department Order and we will secure for you a Price Agreement.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.
C- R. H. Baldock

#1869

RECEIVED
NOV 19 1936
FOR FILING

26-1122

November 18, 1936

United States Fidelity & Guaranty Company,
C. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on Contract No. 1869 for the construction of Three Sections of Pavement planing and resurfacing on the Pacific, Columbia River and Mt. Hood Highways in Multnomah County. This payment will be made on or after November 18, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—5-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 14th. 1936, 193

Section Pacific; Col. River; Mt. Hood, Hwys.

Kind of work Planing and resurfacing

Highway Same

Section prefix 26 - 1122

Contractor Warren Northwest Inc.

Contract number 1869

Date of contract May 21st. 1936, 193

Date of completion Aug.-~~Oct.~~ 31st. 1936, 193

Date work started June 17th. 1936, 193

Estimated date of completion Oct. 10th. 1936, 193

Amount of contract $ 92,617.50

Per cent of time elapsed 138 %

Estimated cost of completed project, exclusive of engineering $ 92,617.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3804.00, %

Date project was completed Oct. 10th. 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is complete, and the semi final estimate has been delivered to the Division Office.

This is the final report on this project.

NOTED

NOTED
H. W. LIBBY

Signed A.B.Dean

Address 425 SE 81st. Ave. Portland Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 2-3-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

6 6

26-1122

Portland, Oregon
Nov. 14, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On Contract No. 1869, for planing and resurfacing parts of the Pacific, Columbia River, and Mt. Hood Highways, recently completed by Warren Northwest Inc., the following explanations of over-runs and under-runs of items on the separate sections are offered:

Section 1, Interstate Bridge:
Pavement planing under-ran because the quantity was over-estimated. The Section is only 0.7 mile long instead of 0.8, as estimated. There is also a concrete header along the rails which reduces the net width of planing to 30 ft. The quantity of cut-back asphalt also under-ran for the same reason.

Section 2, Columbia River Highway:
An [illegible] of rock shoulders was necessary to properly protect the edges of the new cut-back wearing surface.

Section 3, Mt. Hood Highway:
An over run of cut-back asphalt occurred because the entire main street of Gresham was resurfaced. This does not result in a total net increase of cost because there was a corresponding decrease in the mineral aggregate and asphalt in place on the adjoining non-skid sections.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

R H BALDOCK

Oct. 30, 1936

FINAL COST ANALYSIS

Pacific, Columbia River & Mt. Hood Highways, Three Sections
Pavement Planing & Resurfacing, Contract 1869, Prefix 26-1122

26-1122

J. C. Compton, Sub-Contractor
A. B. Dean, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Interstate Bridge Section					
Pavement Planing	$ 4,709.31	11,788 Sq. Yd.	0.40	0.18	$ 2,121.84
Portland-Fairview Section					
Pavement Planing	2,134.65	13,700 Sq. Yd.	0.156	0.15	2,055.00
82nd Avenue-Clackamas County Line Section					
Pavement Planing	7,358.38	117,913 Sq. Yd.	0.063	0.08	9,433.04
	$ 14,202.34				$ 13,609.88

Total Cost	$ 14,202.34
Gross Earned	13,609.88
Net Loss	592.46

Net Loss Equals 4.4% of Gross Earned

MULTNOMAH COUNTY PLANING

Details of Cost

Labor:		
Supervision	680.00	
Labor	3,224.35	
State Industrial Accident Insurance	156.18	
Unemployment Insurance	39.04	
		$ 4,099.57
Equipment Rental, Repairs, Small Tools & Misc. Supplies:		
Equipment Rental	4,125.50	
Gas, Oil & Grease	1,182.00	
Small Tools & Misc. Supplies	454.17	
Steel for Bits	188.00	
Coal for Blacksmith Shop	139.50	
Miscellaneous Expenses for Blacksmith Shop	169.29	
Sharpening Teeth	962.00	
Extra Clean Up Expense on Powell Section	468.18	
Freight & Expenses Moving In	1,255.42	
Repairs	559.15	
Misc. Overhead Expense	151.21	
Bond 1%	149.45	
Home Office 2%	298.90	
		10,102.77
Cost Grand Total		$ 14,202.34

Multnomah County Planing

REMARKS:

This job consisted of the planing of 117,193 square yards on the 82nd Avenue-Clackamas County Line Section of the Mt. Hood Loop Highway; 13,700 square yards on the Portland-Fairview Section of the Columbia River Highway and 11,788 square yards on the Interstate Section of the Pacific Highway.

Work was started on the Mt. Hood Loop Highway on June 17, 1936 and finished July 23, 1936. The work was carried on during warm weather and consequently very good progress was made. In 404 hours of planer operating time the planing outfit completed 117,193 square yards of pavement, an average of 290 square yards per hour per planer. On this section the traffic did not interfere to any great extent. The cuttings were first bladed off on the shoulder. Then towards the close of the job, when it was found that the cuttings would hinder the maintenance of the shoulder material, the contractor had to send a crew back to clean up. Two units, each consisting of a planer and a 60 gas cat, were used. One of the units was shipped to southern Oregon at the completion of this section.

On July 24th, work was started on the Columbia River Highway. In 92 hours of planer operating time 1300 sq. yds. of pavement was planed, an average of 149 sq. yds. per hour. Traffic on this section was quite heavy, necessitating the use of flagmen. Some of the cuttings were picked up by residents living nearby; the rest was shoveled into trucks and hauled away.

On Aug. 6th, work was started on the Interstate Bridge Section. Both streetcar and automobile traffic interfered with the work. The cool river breeze so cooled the pavement that it was never ideal for planing. Also, the steel girders somewhat shaded the roadway so that the pavement was not uniform in temperature. The portions that the planer could not get at were burned off. An excessive amount of steel teeth was used on this section. In 204 hours the planer completed 11,788 sq. yds. of pavement, an average of 58 sq. yds. per hour. The cuttings were bladed into windrows and then picked up and shoveled into trucks by hand labor. The planing was completed on Sept. 3rd.

The cleanup on the Mt. Hood Highway was completed about Oct. 15th.

The equipment rental rate of $650 per month per unit is taken as that set up between the Asphalt Planing Co. & J. C. Compton. The rate seems a little high considering that the equipment is quite old. The cats and planers were shipped in from Salt Lake City and only the moving in expense was allowed.

R. H. Clymer

By . . . Henry Jullum

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

[redacted]

26-1122

Portland, Oregon
October 20, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention H. B. Glaisyer

Dear Sir:

In response to your letter of October 13th I am enclosing herewith a request by Warren Northwest Inc. to the Oregon State Highway Commission for an extension of time of forty-five days for completion of their contract #1869. You have already received the consent of their surety company to this extension. The specified completion date was August 31st. The planing was subcontracted to J. C. Compton on May 25th, four days after award of contract, and this part of the work was started on June 17th at 82nd and Powell with two machines. The planing on Mt. Hood Highway was finished the last week in July and planing was started on Sandy Blvd. which was finished in a week, and planing started on the Interstate Bridge. Owing to traffic planing on the bridge was not finished until the last day of August.

The contractor started non-skid on Mt. Hood Highway on August 24th and finished it on September 5th. During this period the Gresham Fair occurred and there was some complaint about delay to traffic.

The contractor started placing cutback on Sandy Blvd. about August 18th and completed all cutback the week ending September 26th. There remained a small amount of shoulder rock to be placed and cleaning up of the material plane off the Mt. Hood Highway. All work was finished on October 10th.

The non-skid could have been placed earlier on Mt. Hood Highway if the contractor had secured another oiling outfit or finished work in Washington earlier. Placing of cutback was materially delayed, as stated in Mr. Shoemaker's letter, on account of soft subgrade on the airport road, which they also had contracted and on which they had started work first.

Mr. R. H. Baldock
Attention H. B. Glaisyer

Engineering costs were not increased because the engineering party was handling a number of other jobs at the same time. There was some inconvenience to traffic near Gresham for two or three days during the fair. Otherwise traffic got through the contractor's operations in good shape and was not materially inconvenienced by failure to complete work on August 31st.

I recommend that extension be granted without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
Encl.

CC R. H. Baldock

COPY

WARREN NORTHWEST INC.

P. O. BOX 5072
Portland, Oregon

October 15, 1936

Oregon State Highway Commission
Salem, Oregon

Attention, Mr. E. A. Collier
Subject MULTNOMAH COUNTY
CONTRACT No. 1869

Gentlemen:

We herewith request an extension of 45 days or until October 15th for completion of the above contract. The actual laying of cutback asphalt wearing surface was completed September 21st and in view of the conditions effecting our other Multnomah County contract, we believe our request is justified.

Foundation conditions on our 47th Ave. Contract due to the placing of hydraulic fill under WPA at the new Airport, prevented satisfactory construction conditions until Columbia River water stage was lowered and this fact was the cause of delay in our Multnomah County operations. As soon as conditions were suitable work on 47th Ave. contract was rapidly completed after which the Multnomah County resurfacing was undertaken and this job completed with very satisfactory progress.

Under date of October 15th the U. S. F. & G. Co. in letter addressed your office, agreed to an extension of time for completion of this contract to October 15, 1936.

Thanking you for any consideration you can give in this matter, we are

Very truly yours,

WARREN NORTHWEST INC.

(Signed) Theodore Shoemaker
President

TS:Z A

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October
17th
1936

IN REPLY PLEASE
REFER TO FILE NO.
26-1701

Mr. Lacey V. Murrow
Director of Highways
State of Washington
Olympia, Washington

Dear Sir:-

Your approval is requested for the expenditure of an amount estimated at $225.00 on the Interstate Bridge crossing the Columbia River on the Pacific Highway for the construction and placing of additional counterweights on the lift span.

At the present time the lift span is slightly out of balance due to betterment construction under contract wherein the roadway was planed and subsequently resurfaced (non skid type).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By W. W. Stiffler
W. W. Stiffler
Assistant Maintenance Engineer

WWS:AC

cc R. H. Baldock

Mail To

NOTED
Highway Engineer

#1869

x

26-1122

October 15, 1936

Mr. E. A. Collier,
Division Engineer,
7729 S. E. 15th Avenue,
Portland, Oregon.

Dear Sir:

We hand you herewith copy of a letter from the United States Fidelity & Guaranty Company, surety on the bond furnished by the Warren Northwest, Inc., consenting to an extension of time to October 15th on Contract No. 1869, Three Section in Multnomah County.

You will please note from their letter that the application for an extension of time was presented to the Resident Engineer. Applications for extension of time should be addressed to the State Highway Commission.

Will you please secure the contractors formal application for the above extension and forward it to this office with your recommendations.

Very truly yours,

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
H. F. CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
TOU VELLE, JACKSONVILLE

GLASSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

~~SALEM~~
Portland, Oregon
Sept. 17, 1936

26-1122

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. C. Smith

Dear Sir:

Herewith price agreement covering the extra payment to Warren Northwest Inc. for the use of the grade 50-60 penetration asphalt in place of 90 penetration asphalt in the cut-back for resurfacing Sandy Boulevard on the Columbia River Highway, under Contract 1869.

The contractor advised me that this material would cost them $2.80 per ton more than the specified material and that they might have a little more trouble laying the heavier asphalt.

The company starts laying this material today and will finish tomorrow.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.
CC R. H. Baldock

FORM 8-A-1 8M 8-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

26-1122

RECEIVED AUG 1 1936

IN REPLY PLEASE REFER TO FILE NO.

Portland, Oregon
Aug. 15, 1936

~~Warren Northwest Inc.~~
~~102nd Ave. & Warren Road, Box 5072~~
~~Portland, Oregon~~

Gentlemen:

It is imperative that non-skid construction on the Powell Valley Section be started at the earliest possible moment. We are advised that you expect to have your oiling outfit from Washington here on or before August 19th and that you had planned to do a job at Reedsport first and then do the Powell Valley.

I have talked with Mr. Baldock and he requests you to put this outfit on the non-skid before doing any other work with it.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
A. B. Dean

NOTED
State Highway Engineer

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

26-11

Portland, Oregon
Sept. 10, 1936

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 11 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of September 9th received, asking if it would be possible for E. C. Simpson, Division Engineer for the State of Washington, to pay Warren Northwest Inc. direct their account of $44.53 for the burning and the cutback wearing surface just off the north end of the Vancouver Bridge.

Mr. Dean discussed this with Mr. Simpson in advance and Mr. Simpson stated that it would be necessary for him to secure additional authorization etc. to pay this claim direct, as I suggested, and that sufficient money had been set up to cover this slight addition and that he would prefer, if possible, to pay this together with Washington State's portion of the contract cost.

I then agreed that we would carry it in this manner. If you wish, I will again ask Mr. Simpson to pay this direct.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

2

X

21-1122

September 9th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 15th Ave.
Portland, Oregon

Dear Sir:

In regard to the burning and cut-back wearing surface placed on the north end of the Vancouver Bridge at the request of C. E. Simpson, District Engineer for the Washington State Highway Department.

It will simplify the Salem records if this account of $44.58 could be paid direct by the Washington department on the bill of the Warren Northwest Inc.

Will you kindly see if this would be agreeable to Mr. Simpson.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

26-1122

OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 9 1936
IN REPLY REFER TO FILE NO.
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
Sept. 8, 1936

Warren Northwest Inc.
102nd Ave. & Warren Road
P. O. Box 5072
Portland, Oregon

Re: Sandy Cutback Nonskid

Gentlemen:

Confirming my telephone conversation today with your Mr. Wininger, please order a carload of D Grade 50-60 Penetration Cut-Back, with same amount of solvent as the regular RC 4.

We understand that you have some sixty tons of asphalt yet to order and that the Union Oil Company will make this RC at their California plant and that it will cost you $2.80 per ton more than the RC specified in the contract. We also understand that, in your opinion, it may be somewhat more difficult to heat and handle. It is, therefore, understood that the State will pay you $3.00 per ton extra for approximately forty tons of this material.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
A. B. Dean

6 6

FORM B-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Sept. 8, 1936

X

26-1122

RECEIVED
SEP 9 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Mr. R. C. Simpson, District Engineer for the Washington State Highway Department at Vancouver, requested us to have Warren Northwest Inc. do some burning and place some cut-back wearing surface at the north end of the Vancouver Bridge. Most of this work, in fact, was done on the street at the right, north of the Bridge.

Attached hereto is a statement of this extra work, which was done on September 2nd. Unless you advise otherwise, this will be shown as a separate section on the final estimate.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

Form S.A.1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Sept. 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

26-1122

1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith Order for Extra Work for burning off high and fat spots on Sandy Boulevard from Mile Post 6.90 to Mile Post 12.80.

Two weeks ago, just prior to beginning the resurfacing of this section, we discussed with Mr. Baldock the advisability of planing this section. The contract did not provide for any planing. The only planer available was in use on the Interstate Bridge and would be in use until at least a week after starting the resurfacing on Sandy. It was my opinion that it would be advisable to burn off the high and fat sports to prevent them from showing through the cut-back resurfacing.

The contractor has had one burner and part of the time two burners on this work. No additional authorization will be required.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
C R. H. Baldock ✓

FORM 3-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Union Oil Company of California

OREGON STATE HIGHWAY COMMISSION

CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT
UNION GASOLINE, [redacted] NE AND DISTILLATE
OILS AND GREASES

IN REPLY PLEASE REFER TO FILE NO.

ATWATER 952

#1869

RECEIVED
AUG 31 1936

26-1122

Portland, Oregon
Aug. 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Highway Engineer

Attention: H. G. Smith

Dear Sir:

Warren Northwest Inc. expect to finish planing on the Interstate Bridge today or Monday, August 31st, and to finish placing cut-back wearing surface on the Bridge, Tuesday, September 1st.

They will place the small amount of cut-back wearing surface required in the town of Gresham on Tuesday, September 1st, according to their present plans.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 401 P. 2-36 5M

#1869

26-1122

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT.
UNION GASOLINE, KEROSENE AND DISTILLATE.
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
AUG 19 1936
STATE HIGHWAY COMMISSION

August 18, 1936

OregonState Highway Commission
Salem, Oregon.

Gentlemen:

RE: WARREN NORTHWEST, INC.
Portland, Oregon

We anticipate furnishing the subject concern with its petroleum requirements on the resurfacing project Job 1869 in Multnomah County and will greatly appreciate your completing the attached contractor questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Awbrey
District Credit Supervisor

LH:B
Encl

August 17, 1936

Mr. E. C. Simpson
District Engineer
Washington Highway Department
4200 Main Street
Vancouver, Washington

Dear Sir:

Complying with Mr. Murrow's request of August 14th, we are mailing to you, under separate cover, a copy of the contract and specifications for the resurfacing of the deck of the Columbia River Interstate Bridge at Vancouver, in connection with which work the State of Washington is to cooperate to the extent of 50 per cent of the cost.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/MR

cc L. V. Murrow
Director of Highways
Olympia, Washington

STATE OF WASHINGTON
CLARENCE D. MARTIN, GOVERNOR

DISTRICT OFFICES
NO. 1 SEATTLE
6TH AVE. SO. & SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 451
NO. 3 OLYMPIA
204 NO. FRANKLIN ST.

DISTRICT OFFICES
NO. 4 VANCOUVER
4200 MAIN ST.
NO. 5 YAKIMA
UNION GAP
NO. 6 SPOKANE
N. 2820 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS
LACEY V. MURROW, DIRECTOR
HIGHWAY BUILDING
OLYMPIA

August 13, 1936

RECEIVED
[illegible] 1936

Mr. E. C. Simpson
District Engineer
Vancouver, Washington

Dear Sir:

The Director of Highways on August 11 approved the plans and specifications for the improvement of the Interstate Bridge at Vancouver by the placing of a non-skid seal on the roadway surface, the work of this improvement to be performed by and through the State of Oregon Highway Commission and 50% of the cost to be borne by the State of Washington.

Funds for this improvement were authorized as follows, based on a total estimated cost of $6,468:

For estimates	$2,940	From Fund 19
For engineering	294	" " 19

For identification purposes, this improvement has been assigned job number C-1103.

COPY

Very truly yours,

L. V. MURROW
Director of Highways

By:
O. R. DINSMORE
Office Engineer

LVM:RR
ORD
cc: R.H. Baldock
State Highway Engineer
Salem, Oregon

Davis
Fullerton

REFERRED TO
Mr. Probert
by State Highway Engineer

STATE OF WASHINGTON
CLARENCE D. MARTIN, GOVERNOR

DISTRICT OFFICES
NO. 1 SEATTLE
6TH AVE. SO. & SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 431
NO. 3 OLYMPIA
204 NO. FRANKLIN ST.

1889

DISTRICT OFFICES
NO. 4 VANCOUVER
4200 MAIN ST.
NO. 5 YAKIMA
UNION GAP
NO. 6 SPOKANE
N. 2820 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS
LACEY V. MURROW, DIRECTOR
HIGHWAY BUILDING
OLYMPIA

RECEIVED
AUG 16 1936
OREGON

August 14, 1936

Mr. R. H. Baldock
State Highway Engineer
SALEM, Oregon

Dear Sir:

In order that we may have details of the work being performed on the Interstate Bridge at Vancouver, it is requested that you forward to Mr. E. C. Simpson, District Engineer for this department at 4200 Main Street, Vancouver, one set of the plans and specifications.

Funds for this work were authorized by the Director of Highways on August 11.

Bills against the State of Washington for work performed on this improvement should be in triplicate on the attached vouchers. To the vouchers should be attached three certified copies of detailed estimates and three certified copies of detailed engineering and contingency charges.

The vouchers when received will be placed in line for payment and warrant should be returned to your department within 10 days after vouchers are passed through this office.

Very truly yours,

L. V. MURROW
Director of Highways,

By: O. R. DINSMORE
Office Engineer

LVM:RR
ORD
enc.
cc: Simpson
Turnbull

H. F. 3.01. S. F. No. 101-B—1936. 50M—1-27-36. [illegible]

DEPARTMENT OF HIGHWAYS

VOUCHER

STATE OF WASHINGTON, Voucher No.................

To..., *Dr.*

(Postoffice address)...

Year 193......

INSTRUCTIONS BY STATE AUDITOR—READ AND FOLLOW

Make vouchers in triplicate. Be careful to sign as payee, and swear to all accounts. Warrants will be sent by ordinary mail, at risk of payee—or will be registered if full postage is enclosed with request to register.

Make out your claim on this sheet alone whenever possible, in order to avoid cumbering the files with useless papers.

Month	Day			

STATE OF WASHINGTON,
County of.................................. } *ss.*

Warrant No..................

TOTAL....$..................

I, the undersigned, having been duly sworn, depose and say that the material furnished, service rendered, or expenses incurred as charged in the foregoing bill, is a true and correct charge against the State of Washington; that no part of same has been paid and that I am authorized to sign for the payee.

SIGN HERE ☞..

For..
(Corporation or Firm)

Subscribed and sworn to before me this..............*day of*..............................., *193*......

[SEAL] ....

Notary Public, residing at..

Leave this space for Auditor.

Highway..................................

Section..................................

County..................................

Contract No.................. Fed. Aid..................

Classification..................................

.... Fed. Aid..................

Authority to Purchase..................

Purchase Order No..................

Checked by...

App. Ledger..

Cont. Record..

I, the undersigned, do hereby certify to the correctness of the above claim amounting to $.............................., *chargeable to the appropriation for*

....
District Engineer.

By..

Approved:

L. V. MURROW,
Director of Highways.

By..
Department Auditor.

ORDINARY MAINTENANCE

SECTION																				
1 Roadway																				
2 Roadside																				
3 Bridges																				
4 Other Drainage Structures																				
5 Misc. Structures & Facilities																				
6 Signs and Safety Devices																				
7 Snow Removal																				
8 Slides & Washouts																				
9 Operation of Ferries & Movable Bridges																				
Totals																				

DISTRICT NO.............. GENERAL, ...DIVISION

Supervision		
Supplies		
Traffic Control		
Total		

AUDITOR'S OFFICE

Warrant No...........................

Amount $..........................

To ....

Account of Appropriation for

....

LAW GOVERNING STATE AUDITOR AS TO VOUCHERS

Sec. 5513 Rem. Comp. Stat.; Sec. 6613 Pierce's Code provide that all state officers and persons charged with the disbursement of public moneys shall take fully itemized vouchers for such disbursements in duplicate, one to be filed with the State Auditor and the other to be retained by the officer making the disbursement. Said vouchers to contain a certificate by the disbursing officer certifying on honor that the material, labor or service has been actually delivered, rendered or performed.

Sec. 9959 Rem. Comp. Stat.; Sec. 6613 Pierce's Code provide that all claims for which compensation is asked shall be sworn to before an officer authorized to administer oaths (except officers or employees drawing annual or monthly salaries and, excepting further, payrolls for daily wages may be sworn to by the superintendent, foreman or person in charge of the work.)

Notaries Public and all other public officers are required to take such affidavit without charge.

ACCOUNTS — **Total Amount Primary Accounts**

3 **Transportation:**

3A.............. 3B.............. 3C.............. 3D..............

3E.............. 3F.............. 3G.............. ....

4 **Subsistence and Lodging:**

4A.............. 4B.............. 4C.............. 4D.............. ....

5 **General Office Supplies and Stationery:**

5A.............. 5B.............. 5C.............. 5D.............. ....

6 **Telephone and Telegraph:**

6A.............. 6B.............. ....

7 **Postage, Freight and Express:**

7A.............. 7B.............. ....

9 **Other General Expense:**

9A.............. 9B.............. 9C.............. 9D..............

9E.............. 9F.............. 9G.............. ....

15 **Light, Heat and Water:**

15A.............. 15B.............. 15C.............. ....

15D.............. 15E.............. 15F.............. ....

ACCOUNTS — **Total Amount Primary Accounts**

22 **Shop Expense:**

a/c.............. $.............. a/c.............. $.............. ....

42 **Office Furniture and Equipment:**

a/c.............. $.............. a/c.............. $.............. ....

45—**Utility Equipment:**

45A.............................a/c.............. $.............. ....

....

....

....

....

....

....

....

....

....

...partment Auditor.

H. F. 3.01. S. P. No. 161-B—1936. 50M—1-27-36.

DUPLICATE

DEPARTMENT OF HIGHWAYS
VOUCHER

Voucher No. ____

STATE OF WASHINGTON,
To ____, *Dr.*

(Postoffice address) ____

Year 193 ____

INSTRUCTIONS BY STATE AUDITOR—READ AND FOLLOW

Make vouchers in triplicate. Be careful to sign as payee, and swear to all accounts. Warrants will be sent by ordinary mail, at risk of payee—or will be registered if full postage is enclosed with request to register.

Make out your claim on this sheet alone whenever possible, in order to avoid cumbering the files with useless papers.

Month Day

STATE OF WASHINGTON,
County of ____ } *ss.*

Warrant No. ____

TOTAL....$ ____

I, the undersigned, having been duly sworn, depose and say that the material furnished, service rendered, or expenses incurred as charged in the foregoing bill, is a true and correct charge against the State of Washington; that no part of same has been paid and that I am authorized to sign for the payee.

SIGN HERE ____

For ____
(Corporation or Firm)

Subscribed and sworn to before me this ____ ***day of*** ____, ***193*** ____

[SEAL]

Notary Public, residing at ____

Leave this space for Auditor.

Highway ____
Section ____
County ____
Contract No. ____ **Fed. Aid** ____
Classification ____

Fed. Aid ____

Authority to Purchase ____
Purchase Order No. ____

Checked by ____
App. Ledger ____
Cont. Record ____

I, the undersigned, do hereby certify to the correctness of the above claim amounting to $ ____, ***chargeable to the appropriation for***

____
District Engineer.

By ____

Approved:

L. V. MURROW,
Director of Highways.

By ____
Department Auditor.

ORDINARY MAINTENANCE

SECTION																				
1 Roadway																				
2 Roadside																				
3 Bridges																				
4 Other Drainage Structures																				
5 Misc. Structures & Facilities																				
6 Signs and Safety Devices																				
7 Snow Removal																				
8 Slides & Washouts																				
9 Operation of Ferries & Movable Bridges																				
Totals																				

DISTRICT NO........ GENERAL, ...DIVISION		
Supervision		
Supplies		
Traffic Control		
Total		

AUDITOR'S OFFICE

Warrant No...................

Amount $..................

To ....

Account of Appropriation for

....

LAW GOVERNING STATE AUDITOR AS TO VOUCHERS

Sec. 5513 Rem. Comp. Stat.; Sec. 6618 Pierce's Code provide that all state officers and persons charged with the disbursement of public moneys shall take fully itemized vouchers for such disbursements in duplicate, one to be filed with the State Auditor and the other to be retained by the officer making the disbursement. Said vouchers to contain a certificate by the disbursing officer certifying on honor that the material, labor or service has been actually delivered, rendered or performed.

Sec. 9959 Rem. Comp. Stat.; Sec. 6613 Pierce's Code provide that all claims for which compensation is asked shall be sworn to before an officer authorized to administer oaths (except officers or employees drawing annual or monthly salaries and, excepting further, payrolls for daily wages may be sworn to by the superintendent, foreman or person in charge of the work.)

Notaries Public and all other public officers are required to take such affidavit without charge.

ACCOUNTS — **Total Amount Primary Accounts**

3 Transportation:
3A.............. 3B.............. 3C.............. 3D..............
3E.............. 3F.............. 3G.............. ....
4 Subsistence and Lodging:
4A.............. 4B.............. 4C.............. 4D.............. ....
5 General Office Supplies and Stationery:
5A.............. 5B.............. 5C.............. 5D.............. ....
6 Telephone and Telegraph:
6A.............. 6B.............. ....
7 Postage, Freight and Express:
7A.............. 7B.............. ....
9 Other General Expense:
9A.............. 9B.............. 9C.............. 9D..............
9E.............. 9F.............. 9G.............. ....
15 Light, Heat and Water:
15A.............. 15B.............. 15C.............. ....
15D.............. 15E.............. 15F.............. ....

ACCOUNTS — **Total Amount Primary Accounts**

22 Shop Expense:
a/c.............. $.............. a/c.............. $.............. ....
42 Office Furniture and Equipment:
a/c.............. $.............. a/c.............. $.............. ....
45—Utility Equipment:
45A.............................. a/c.............. $.............. ....
....
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....
....

H. F. 2.01. S. F. No. 101-B—1936. 50M—1-27-36. **TRIPLICATE**

DEPARTMENT OF HIGHWAYS
VOUCHER

STATE OF WASHINGTON, **Voucher No.**__________

*To*____________________________________, *Dr.*

*(Postoffice address)*____________________________

*Year 193*___

INSTRUCTIONS BY STATE AUDITOR—READ AND FOLLOW

Make vouchers in triplicate. Be careful to sign as payee, and swear to all accounts. Warrants will be sent by ordinary mail, at risk of payee—or will be registered if full postage is enclosed with request to register.

Make out your claim on this sheet alone whenever possible, in order to avoid cumbering the files with useless papers.

Month	Day			

STATE OF WASHINGTON,
*County of*__________ } *ss.* *Warrant No.*__________

TOTAL....$__________

I, the undersigned, having been duly sworn, depose and say that the material furnished, service rendered, or expenses incurred as charged in the foregoing bill, is a true and correct charge against the State of Washington; that no part of same has been paid and that I am authorized to sign for the payee.

SIGN HERE ☞____________________

*For*____________________
(Corporation or Firm)

*Subscribed and sworn to before me this*______*day of*__________, *193*___

[SEAL] ____________________

*Notary Public, residing at*________________

Leave this space for Auditor.

Highway________	________	Authority to Purchase______	Checked by...______
Section________	________		App. Ledger..______
County________	________	Purchase Order	Cont. Record..______
Contract No.______ Fed. Aid______	______ Fed. Aid______		
Classification________	________	No.______	______

*I, the undersigned, do hereby certify to the correctness of the above claim amounting to $*____________, *chargeable to the appropriation for*

Approved:

L. V. MURROW,
Director of Highways.

____
District Engineer.

By ____________________

*By*____________________
Department Auditor.

H. F. 3.01. S. F. No. 101-B—1936. 50M—1-27-36. **ORIGINAL**

DEPARTMENT OF HIGHWAYS
VOUCHER

STATE OF WASHINGTON, Voucher No.............

To.., *Dr.*

(Postoffice address)..

Year 193.....

INSTRUCTIONS BY STATE AUDITOR—READ AND FOLLOW

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Make out your claim on this sheet alone whenever possible, in order to avoid cumbering the files with useless papers.

Month	Day			

STATE OF WASHINGTON,
County of............................ } *ss.*

Warrant No.............

TOTAL....$.............

I, the undersigned, having been duly sworn, depose and say that the material furnished, service rendered, or expenses incurred as charged in the foregoing bill, is a true and correct charge against the State of Washington; that no part of same has been paid and that I am authorized to sign for the payee.

SIGN HERE ☛..

For..
(Corporation or Firm)

Subscribed and sworn to before me this..............*day of*..............................., *193*.....

[SEAL] ....

Notary Public, residing at..

Leave this space for Auditor.

Highway............. Section............. County............. Contract No............. Fed. Aid............. Classification.............	.... Fed. Aid.............	Authority to Purchase............. Purchase Order No.	Checked by............. App. Ledger............. Cont. Record............. ....

I, the undersigned, do hereby certify to the correctness of the above claim amounting to $.............................., *chargeable to the appropriation for*

Approved:

L. V. MURROW,
Director of Highways.

....
District Engineer.

By..

By..
Department Auditor.

H. F. 3.01. S. P. No. 101-B—1936. 50M—1-27-36. **DUPLICATE**

DEPARTMENT OF HIGHWAYS
VOUCHER

STATE OF WASHINGTON, **Voucher No.**

To ______________________________, *Dr.*

(Postoffice address) ______________________________

*Year 193*__

INSTRUCTIONS BY STATE AUDITOR—READ AND FOLLOW

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Month	Day			

STATE OF WASHINGTON, } *ss.*
County of ______________ }

Warrant No. ______________

TOTAL....$ ______________

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SIGN HERE ______________________________

For ______________________________
(Corporation or Firm)

Subscribed and sworn to before me this ________ *day of* ______________, *193*__

[SEAL] ______________________________

Notary Public, residing at ______________________________

Leave this space for Auditor.

Highway ______________
Section ______________
County ______________
Contract No. ________ **Fed. Aid** ________
Classification ______________

____
____
____
________ **Fed. Aid** ________
____

Authority to Purchase ______________

Purchase Order

No. ______________

Checked by... ______________
App. Ledger.. ______________
Cont. Record.. ______________

I, the undersigned, do hereby certify to the correctness of the above claim amounting to $ ______________, *chargeable to the appropriation for*

____
District Engineer.

By ______________________________

Approved:

L. V. MURROW,
Director of Highways.

By ______________________________
Department Auditor.

H. F. 3.01. S. F. No. 101-B—1936. 50M—1-27-36.

TRIPLICATE

DEPARTMENT OF HIGHWAYS
VOUCHER

Voucher No.

STATE OF WASHINGTON,

To.., *Dr.*

(Postoffice address)..

Year 193....

INSTRUCTIONS BY STATE AUDITOR—READ AND FOLLOW

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Make out your claim on this sheet alone whenever possible, in order to avoid cumbering the files with useless papers.

Month	Day			

TOTAL....$

STATE OF WASHINGTON, } *ss.*
County of............................ }

Warrant No.............................

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SIGN HERE ☛..

For..
(Corporation or Firm)

Subscribed and sworn to before me this..............*day of*............................, *193*....

[SEAL]

Notary Public, residing at..

Leave this space for Auditor.

Highway............................

Section............................

County............................

Contract No................ Fed. Aid............

Classification............................

.... Fed. Aid..............

Authority to Purchase..............

Purchase Order

No. ....

Checked by...

App. Ledger..

Cont. Record..

I, the undersigned, do hereby certify to the correctness of the above claim amounting to $............................, *chargeable to the appropriation for*

Approved:

L. V. MURROW,
Director of Highways.

....
District Engineer.

By..

By..
Department Auditor.

H. F. 101. S. F. No. 101-B—1936. 50M—1-27-36.

ORIGINAL

DEPARTMENT OF HIGHWAYS

VOUCHER

STATE OF WASHINGTON,

Voucher No...............................

To..., *Dr.*

(Postoffice address)...

Year 193......

INSTRUCTIONS BY STATE AUDITOR—READ AND FOLLOW

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Make out your claim on this sheet alone whenever possible, in order to avoid cumbering the files with useless papers.

Month	Day			

STATE OF WASHINGTON,
County of.................................... } *ss.*

Warrant No..........................

TOTAL....$..........................

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SIGN HERE ☞..

For..
(Corporation or Firm)

Subscribed and sworn to before me this..............*day of*...................................., *193*......

[SEAL]

....

Notary Public, residing at..

Leave this space for Auditor.

Highway..

Section..

County..

Contract No.................... **Fed. Aid**....................

Classification..

....

....

....

.... **Fed. Aid**....................

Authority to Purchase....................

Purchase Order

No.....................

Checked by....................

App. Ledger....................

Cont. Record....................

I, the undersigned, do hereby certify to the correctness of the above claim amounting to $......................................, *chargeable to the appropriation for*

Approved:

L. V. MURROW,
Director of Highways.

....
District Engineer.

By..

By..
Department Auditor.

H. V. 1.01. S. P. No. 101-B—1936. 50M—1-27-36.

DUPLICATE

DEPARTMENT OF HIGHWAYS

VOUCHER

Voucher No.

STATE OF WASHINGTON,

To __________, *Dr.*

(Postoffice address)

Year 193

INSTRUCTIONS BY STATE AUDITOR—READ AND FOLLOW

Make vouchers in triplicate. Be careful to sign as payee, and swear to all accounts. Warrants will be sent by ordinary mail, at risk of payee—or will be registered if full postage is enclosed with request to register.

Make out your claim on this sheet alone whenever possible, in order to avoid cumbering the files with useless papers.

Month	Day			

STATE OF WASHINGTON,
County of } *ss.*

Warrant No.

TOTAL....$

I, the undersigned, having been duly sworn, depose and say that the material furnished, service rendered, or expenses incurred as charged in the foregoing bill, is a true and correct charge against the State of Washington; that no part of same has been paid and that I am authorized to sign for the payee.

SIGN HERE

For

(Corporation or Firm)

Subscribed and sworn to before me this ____ *day of* ____, *193*

[SEAL]

Notary Public, residing at

Leave this space for Auditor.

Highway
Section
County
Contract No. **Fed. Aid**
Classification

Fed. Aid

Authority to Purchase

Purchase Order

No.

Checked by
App. Ledger
Cont. Record

I, the undersigned, do hereby certify to the correctness of the above claim amounting to $ ____, *chargeable to the appropriation for*

District Engineer.

By

Approved:

L. V. MURROW,
Director of Highways.

By ____ *Department Auditor.*

H. F. 3.01. S. F. No. 101-B—1936. 50M—1-27-36.

TRIPLICATE

DEPARTMENT OF HIGHWAYS

VOUCHER

Voucher No.

STATE OF WASHINGTON,

To ____, *Dr.*

(Postoffice address) ____

*Year 193*__

INSTRUCTIONS BY STATE AUDITOR—READ AND FOLLOW

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Make out your claim on this sheet alone whenever possible, in order to avoid cumbering the files with useless papers.

Month	Day			

STATE OF WASHINGTON, } *ss.*

County of ____________

Warrant No. ____________

I, the undersigned, having been duly sworn, depose and say that the material furnished, service rendered, or expenses incurred as charged in the foregoing bill, is a true and correct charge against the State of Washington; that no part of same has been paid and that I am authorized to sign for the payee.

SIGN HERE ☛ ____________________

For ____________________

(Corporation or Firm)

Subscribed and sworn to before me this ________ *day of* ____________, 193__

[SEAL]

Notary Public, residing at ____________________

TOTAL.... $ ____________

Leave this space for Auditor.

Highway		**Authority to Purchase**	**Checked by...**
Section			**App. Ledger..**
County		**Purchase Order**	**Cont. Record..**
Contract No. ______ **Fed. Aid**	______ **Fed. Aid**		
Classification		**No.**	

I, the undersigned, do hereby certify to the correctness of the above claim amounting to $ ____________, *chargeable to the appropriation for*

Approved:

L. V. MURROW,
Director of Highways.

____
District Engineer.

By ____________________

By ____________________
Department Auditor.

July 28, 1936

Mr. L. V. Murrow
Director of Highways
Olympia, Washington

Attention: Jas. A. Davis

Dear Sir:

To provide you with the information requested in your letter of July 24th, I am sending herewith a copy the contract and specifications under which the planing and resurfacing of the Interstate bridge at Vancouver is to be done. The typical cross-section in accordance with which the work is to be done will be found bound in the back of the contract form.

The contract covers work on three different sections of highway, your Department being financially interested only in a part of the work on the unit which is referred to in the contract as the "Interstate Bridge Section." The Interstate Bridge Section includes approximately 500 feet of work on the south approach to the bridge, which part of the work will, of course, be paid for by Oregon without cooperation from your State.

The work on the bridge is approximately 3,530 feet by 35 feet, and our estimate of the cost of that part of the work is as follows:

15,000 sq. yds.	Pavement Planing	at $0.18	$2,700.00
530 tons	Outback Asphalt Wearing Surface	at 6.00	3,180.00
	Total contract cost		$5,880.00
	Engineering and contingencies		588.00
	Total estimated cost		$6,468.00
	Washington share (50%)		$3,234.00

Very truly yours,

State Highway Engineer

STATE OF WASHINGTON
CLARENCE D. MARTIN, GOVERNOR

DISTRICT OFFICES
NO. 1 SEATTLE
6TH AVE. SO. & SPOKANE ST.
NO. 2 WENATCHEE
P. O. BOX 431
NO. 3 OLYMPIA
204 NO. FRANKLIN ST.

1889

DISTRICT OFFICES
NO. 4 VANCOUVER
4200 MAIN ST.
NO. 5 YAKIMA
[illegible]
NO. 6 SPOKANE
N. 2820 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS
LACEY V. MURROW, DIRECTOR
HIGHWAY BUILDING
OLYMPIA

RECEIVED
JUL 27 1936
OREGON

July 24, 1936

Mr. R. H. Baldock
State Highway Engineer
State of Oregon
SALEM, Oregon

Dear Sir:

Interstate Bridge, Vancouver-Portland

Somewhat over a year ago the resurfacing of the above structure was a matter of correspondence between your department and this department. It is now our understanding that you have completed arrangements for carrying out the resurfacing along the lines outlined in such correspondence.

If such is the case, we would appreciate very much a copy of any plans and specifications for this work, together with a copy of the estimated costs, in order that we may make proper provisions for funds to take care of the portion of the costs to be borne by this department.

Yours very truly,

L. V. MURROW
Director of Highways

Jas. A. Davis

By JAS. A. DAVIS
Construction Engineer

LVM:VK
JAD

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE No.

26-1122

July 25th, 1938

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 15th St.
Portland, Oregon

NOTED

Dear Sir:

Mr. Compton was in concerning the planing on the Columbia River Highway and the Interstate Bridge. It is my idea that the planing on the Columbia River Highway should go ahead immediately as this is the most suitable weather for planing. The Interstate Bridge should also be planed immediately, but that should be coordinated with the paving. Please contact the Northwest Roads and arrange to coordinate the paving work with the planing for these two jobs.

The contractor must arrange his plans to do this resurfacing work during the summer months and not drag it out until the cool fall weather.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

26-1122

June 18, 1936

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are returning to you today, by express, a fully executed copy of State Highway Contract No. 1869, awarded you on May 21, 1936, for pavement planing and resurfacing on three sections of the Pacific, Columbia River and Mt. Hood Highways in Multnomah County.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP

26-1122

June 18, 1936

United States Fidelity & Guaranty Co.,
1112 Bedell Building
Portland, Oregon

Attention: Mr. M. K. Sprott,
Assistant Manager

Gentlemen:

Reply is made to your letter of June 16 in regard to delivery to Warren Northwest, Inc., of their copy of contract No. 1869 covering the Multnomah County Pavement Planing and Resurfacing Project.

These contracts have been fully executed and are now in the hands of the Attorney to approve the form which, I anticipate, he will do within the next day or two. I will do all I can to expedite delivery of this copy to Warren Northwest, Inc.

Very truly yours,

Secretary

HBG:MC

cc - Warren Northwest Inc.,
P. O. Box 5072
Portland, Oregon

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

June 16th, 1936.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: Re: Warren Northwest, Inc. - State Contract No. 1869

On June 5th, we sent you by express four copies of State Highway Contract No. 1869, which contract was awarded to Warren Northwest, Inc., and covered work on Three Sectionsof Pacific, Columbia River and Mt. Hood Highways in Multnomah County.

We were advised today by the Warren Northwest, Inc. that they had not yet received their copy of the contract. Would you please mail this out to the contractor as soon as possible.

Yours very truly,

Assistant Manager.

MKS:W

Sent to Devers for approval 6/15

ANSWERED
H. B. G.

USF&G FORTIETH YEAR

Portland 104 5m 2-17-36

26-1122

June 12, 1936

Mr. H. G. Smith
Office

Dear Sir:

At the meeting on June 6, the Commission had under consideration a letter from L. M. Lepper urging the early contracting of the Vancouver Avenue pavement from Columbia Boulevard to Union Avenue. I told the Commission that this project was included in the tentative program for early construction.

Very truly yours,

State Highway Engineer

HI

FORM 5-B-1 300 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

26-1122

June 4, 1936.

IN REPLY PLEASE REFER TO FILE NO.
26-1122

Warren Northwest Company,
P. O. Box 5072,
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen:

We are returning herewith, approved, one copy of your subcontract with J. C. Compton for doing all work in connection with planing on the Multnomah County Planing and Resurfacing project, Contract No. 1869. You may proceed with the work under the provisions of this agreement at once.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith
A. B. Dean

FORM 2 A-1 11194 10M 9-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO

26-1122

RECEIVED
JUN 2 1936
OREGON
STATE HIGHWAY COMMISSION

Jordan Valley, Ore.
May 30, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

I am returning, under separate cover, two copies of the contract for Contract No. 1869, Pavement Planing and Resurfacing of the Three Sections Section - Pacific, Columbia River, and Mt. Hood Highways. These were evidently sent to me by mistake.

Very truly yours,
L. R. Chandler
Resident Engineer.

FORM 2-K-1 1500 2-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

26-1122
Pavement Planing

May 29, 1936

Mr. W. E. Chandler,
Office.

NOTED
State Highway Engineer

Dear Sir:

I am returning a form of subcontract in which Warren Northwest Company is party of the first part and J. C. Compton is subcontractor.

I have approved this subcontract as to form only and am leaving engineering matters, unit prices, qualification of subcontractor and other matters to the engineering staff.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

cc R. H. Baldock
H. G. Smith

FORM S-B-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

26-1122

May 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.
26-1122

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. M. Devers.

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Warren Northwest Company, party of the first part, and J. C. Compton, party of the second part for doing all the work in connection with planing on the Multnomah County Planing and Resurfacing Project, Contract No. 1869. The consideration involved in this agreement is within the 20 per cent allowed for subcontracts. May we have your approval as to form?

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock ✓
H. G. Smith

CONTRACT # [redacted] 1870

3-1106 Moving Service Station Buildings
and Pavement-Oregon City 1936

1870

#1870

3-1106

September 18, 19[illegible]

General Casualty Company of America,
Seattle, Washington.

Attention: S. L. Catelli.

Gentlemen:

In response to your inquiry of September 17th you are advised that the warrant covering final payment on the Odom Construction Company Contract No. 1870 - for moving and reestablishing the General Petroleum Service Station at 5th and Main Streets in Oregon City, was mailed to the contractors on September 3, 19[illegible]. The total amount paid the contractors was $2,069.23. The contract was completed on July 31, 19[illegible].

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1870
[illegible]

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION

September 17, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond No. 12994 - Odom Construction Company - Contract for the construction of a General Petroleum Service Station, 5th & Main Streets, Oregon City

We have been advised that the above contract in the amount of $2,185, being your contract No. 1870 Prefix 3-1106, has been completed, and we would appreciate it if you will advise us the date of acceptance and completion, together with the final amount paid to the contractor for their work.

We are enclosing a stamped envelope for your convenience.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

A 11512
[illegible]

#1870

x

3-1106

August 26, 1936

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Contract No. 1870 with Odom Construction Company for moving and reestablishing the General Petroleum Service Station in Oregon City, Clackamas County, was completed July 31, 1936.

(16)

Acceptance of this project and permission to pay the final estimate is hereby requested.

Very truly yours,

WAReeves
W. A. Reeves
Office Engineer

DGD:DD

APPROVED BY HIGHWAY COMMISSION
DATE Sept 15, 1936
H B Glaisyer
Secretary

3-1106

June 18, 1936

Odom Construction Co.,
170 No. Front St.,
Salem, Oregon

Gentlemen:

We hand to you, herewith, fully executed copy of State Highway Contract No. 1870 which was awarded to you on May 22, 1936, for moving and reestablishing the General Petroleum Service Station in Oregon City, Clackamas County.

This copy is for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

(Handed to Mr. Kieth Brown this date)

FORM 2-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

3-110L

June 4, 1936

Mr. S. H. Probert
Office Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith we hand you check No. 6047, payable to State of Oregon in the sum of $100.00, delivered to us by General Petroleum Corporation of California to cover the Corporation's cooperation in the moving of the service station building and appurtenances at Fifth and Main Streets in Oregon City.

This payment arises out of the fact that in receiving bids we called for bids on alternates A and B, with the understanding that if the Corporation desired the buildings moved in accordance with alternate B they would pay the difference in cost. This difference in cost amounted to the sum of $100.00, and the amount should be credited as the Corporation's cooperation on the work, as the contract will be awarded upon the basis of alternate B. All payments to the contractor will be made direct by the State.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock
Mr. C. S. Paxson
Mr. W. E. Chandler
Mr. F. T. Young

FORM 8-K-1 1500 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

3-1106

May 27, 1936

General Petroleum Corporation of California
Woodlark Building
Portland, Oregon

Attention Mr. E. W. Grant

Gentlemen:

On May 22, 1936, the State Highway Commission received bids for the moving and reestablishing of your service station buildings at Oregon City. In calling for bids we received bids upon the basis of two alternates: Alternate A providing for the moving of the buildings straight back and reestablishing the same in their respective positions, and Alternate B providing for the rearrangement of the buildings in accordance with suggestions made by you. This was done in accordance with statements made in our letter to Mr. Rankin under date of April 22, 1936, in which we stated that we recognized only the primary obligation of moving the buildings straight back in accordance with our first understanding, but that after receiving bids we would do the work in accordance with the rearrangement desired by you in case you would pay the difference in cost between Alternates A and B.

The bids which were received are as follows:

	Alternate "A"	Alternate "B"
Odom Construction Co., Salem	$2,085.00	$2,185.00
Parker-Schram Co., Portland	2,575.00	2,375.00
Glen L. Hord, Portland	3,115.60	3,165.60

The State Highway Commission announced award to Odom Construction Co. upon Alternate A, with the proviso that the work might be required to be done on the basis of Alternate B in case General Petroleum Corporation should desire this and would agree to pay the difference in cost between Alternate A and Alternate B, which you will notice is in the sum of $100.00.

If you desire the work to be done in accordance with the terms of Alternate B, kindly advise us and remit your payment of $100.00 and we will then prepare the contract upon that basis and instruct the contractor to proceed in accordance therewith.

Your immediate reply is requested on account of the fact that we are very desirous of getting the work done as soon as possible.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. Robert R. Rankin
Mr. R. H. Baldock
Mr. S. H. Probert
Mr. H. G. Smith

NOTED
State Highway Engineer

3-1106

May 25, 1936

Odom Construction Company
170 N. Front St.
Salem, Oregon

Gentlemen:

The State Highway Commission awarded to you on Friday, May 22, 1936, the contract covering the moving and re-establishing service station buildings and removal and reconstruction of approximately 450 sq. yds. of concrete pavement located on General Petroleum Company's property at the southeast corner of the intersection of the Pacific Highway and Main Street in Oregon City, Clackamas County, based on your bid of $2,065.00 on Alternate "A".

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
CC Bridge Department
W. E. Chandler

CONTRACT# [redacted] 1871

4-2001 Astoria Maintenance Building 1936

187

RECEIVED
NOV 2 1936
FOR FILING

4-20.01

#1871

November 2, 1936

General Casualty Company of America,
Ford Knutson, Agent,
601 Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1871 for the construction of a maintenance building at Astoria in Clatsop County has been completed by the contractors, Holstrom & Mittet, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 12th, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $6,317.54, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1871

4-2001

RECEIVED
OCT 29 1936
FOR FILING

October 28, 1936

General Casualty Company of America,
Seattle, Washington.

Attention: S. L. Catelli.

Gentlemen:

Reference is made to your letter of October 28th consenting to an extension of time to September 22nd on the Helstrom & Mitten contract No. 1871, construction of a maintenance building at Astoria, Oregon.

You are advised that this contract was not completed until October 22nd so the consent of surety should be to this date.

We will advise you of the total amount paid the contractors in connection with this contract 10 days before the final payment is made.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1871

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

RECEIVED
OCT 27 1936
OREGON
HIGHWAY COMMISSION

October 26, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond No. 12200 - Helstrom & Mittet Construction of the maintenance building of the Oregon State Highway Commission property, Astoria, Oregon

The General Casualty Company of America consents to the extension of time for the completion of this contract, which is No. 1871, from August 21 to September 22. We understand this extension of time was a requirement of your office.

We also are informed that this contract is now completed and we shall appreciate it if you will advise us the date of completion and acceptance and the total amount of money paid to the contractors.

We thank you for your cooperation and are enclosing a stamped envelope for your reply.

Very truly yours,

GENERAL CASUALTY CO. OF AMERICA

By:
S. L. Catelli, Attorney in Fact

dp

4-2001

June 19, 1936

Melstrom & Mittet
649 Jerome Street
Astoria, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of State Highway Contract No. 1871, awarded to you on May 22, 1936 for the construction of a maintenance building on Oregon State Highway Commission property on lots 19 to 32 inclusive, block 45, Taylor's Addition to the City of Astoria, in Clatsop County.

This copy is being sent you for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

4-2001

June 2, 1936

General Casualty Company of America
Oregon Service Office
601 Board of Trade Building
Portland, Oregon

Attention: Ford Knutsen

Gentlemen:

We are returning to you by express four copies of the Helstrom & Mittet contract for the construction of a building at Astoria.

You are advised that before this contract will be acceptable, it will be necessary for each copy of the bond to be executed by an authorized resident agent for the General Casualty Company. Please have this done and return all four copies to this office.

It is also noted that the bond has not been dated.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CB

4-2001

✓

May 25, 1936

Helstrom & Mittet
649 Jerome
Astoria, Oregon

Gentlemen:

The State Highway Commission awarded to you on Friday, May 22, 1936, the contract covering the construction of a 32'x120' frame maintenance building on State Highway Commission property in the City of Astoria, Clatsop County, based on your bid of $5,527.77.

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP
cc Bridge Department
R. H. Chandler

FORM 8-8-1 1M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

4-2001

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

February 24, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

4-2001

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. J. H. Bishop.

Dear Sir:

We hand you herewith a detail map and platted cross sections of the survey made by Mr. Scott of the proposed maintenance station site in Astoria.

Please note the remarks made on the attached copy of Mr. Scott's letter relative to the title to Lot 18, which was supposed to have been a part of the site.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. Ross,
Office Engineer.

GWR:AM
cc R. H. Baldock ✓
G. S. Paxson

0

4-2001

OREGON STATE HIGHWAY COMMISSION

Salem

February 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The State Highway Commission at its last meeting authorized the construction of a maintenance building in Astoria at an estimated cost of $5000, this to be built as a W.P.A. project in the event investigation reveals that any advantages can be gained thereby.

Very truly yours,

Secretary

HBG:MML

cc - J H Bishop
C S Paxson

ND

ONVILLE

LAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 5, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Office

Dear Sir:

Authority is requested for the building of a maintenance equipment quarters in Astoria. The city has donated the land. Estimated cost $3,000.

Very truly yours,

State Highway Engineer

RHB:HI

CONTRACT# [redacted] 1872

10-1107 Azalea-Wolf Creek Summit Section
Pacific Highway 1936

1872

#1872

RECEIVED
NOV 3 1937
FOR FILING
10-1107

November 2, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1872 for the construction of the Azalea-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $[illegible],567.82, including the final payment, Of this amount $67.54 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1974

RECEIVED
SEP 28 1937
FOR FILING

10-1107
1872

September 25, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 1872 for the construction of the Azalea-Wolf Creek Section of the Pacific Highway in Douglas and Josephine Counties. This payment will be made on or after October 5, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
SEP 20 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 9 1937
FOR FILING
10-4107

NOTED
State Highway Engineer

September 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. O. Smith

Dear Sir:

Herewith three copies of semi-final estimate and quantity summary sheets on the Azalea-Wolf Creek Summit Section of the Pacific Highway, Contract No. 1872; also four copies of records of extra work bills and three copies of payroll on Force Order No. 1.

Other data on this semi-final estimate was turned in directly to J. W. McCallister's office by A. Anderson, Resident Engineer.

Yours very truly,

K. D. LYTLE
Division Engineer

By R. B. Sippell
R. B. Sippell
Acting Office Eng'r.

RBS:MDG

cc--R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 23 1937
STATE HIGHWAY COMMISSION

RECEIVED
AUG 24 1937
FOR FILING

10-1107

August 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. SMITH

NOTED
State Highway Engineer

Dear Sir:

I am sending herewith a price agreement No. 3, Azalea-Wolf Creek Summit Section of the Pacific Highway, covering the purchase of 206.67 cubic yards of crushed gravel, which a contractor had left after the non-skid had been completed.

In figuring up the quantities for this job, the Resident Engineer made a mistake in computing the yardage and for that reason the contractor ordered too much of this grade of rock.

As the error was not the fault of the contractor and we can use the rock in building up the shoulders and patching the surface of the road, I recommend that this agreement be approved.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:lc

cc: R. H. Baldock ✓

Encl.

Form 333—5M—5-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1937

Section Azalea - Wolf Creek Summit

Kind of work Planing & Resurfacing

Highway Pacific

Section prefix 10-1107

Contractor J. C. Compton

Contract number 1872

Date of contract May 22, 1936

Date of completion August 31, 1936

Date work started June 16, 1936

Estimated date of completion August 8, 1937

Amount of contract . . . . $ 59,515.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 69,400.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 2400.00, 3.4 %

Date project was completed August 8, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The data for the semi-final has been worked up and quantities checked so that as soon as outstanding Price Agreement and Force Account bills are cleared up the semi-final estimate and summary will be forthcoming.

RECEIVED
AUG [illegible] 1937

Signed

Address Albany, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	[illegible]ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
AUG 1 1 1937
FOR FILING
10-1107

Aug. 5, 1937

RECEIVED
AUG 1 0 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith, for your consideration, Price Agreement #2 on the Azalea-Wolf Creek Section of the Pacific Highway, which covers the extension of the non-skid pavement.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

70-1107

July 6th, 1937

NOTED
C. B. McCullough

NOTED

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In accordance with our recent converstaion, I am asking Mr. Compton to ship in sufficient rock to provide another lift of 1½"-3/4" material on 1.74 miles of the Azalea-Wolf Creek Section.

If there is any reason why the price agreement covering this is not to be signed, please advise me at once.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 5-A-1 10M 10-36

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville
H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 28 1937
FOR FILING
10-1107

RECEIVED
1937
STATE HIGHWAY COMMISSION
In replying please
refer to File No.

June 25th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith for your consideration, Price Agreement covering the placing of additional course of 1½"-¾" rock on 1.74 miles of the Azalea-Wolf Creek Summit Section of the Pacific Highway.

Will you please advise me as soon as possible whether or not this order will be approved, as Mr. Compton wants sufficient time to order his rock. He plans on starting this work again about the 25th of July.

I request that you check the Table of Details on the back of the Price Agreement.

Very truly yours,

KDL

K. D. LYTLE,
Division Engineer

cc. R. H. Baldock

KDL:AF

Form [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 9 1937
FOR FILING
16-1107

June 7th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In accordance with your request, I am sending you herewith the Authority For Additional Expenditure on the Azalea-Wolf Creek Summit project.

As I said in my previous letter, if it is desired to put an additional lift of 1¼"-½" on the south 1.7 miles, we will have to secure a Price Agreement from the contractor and the cost will be increased over and above the additional asked for on this attached order of $3500.

Will you advise me regarding your decision in this matter so that I can advise Mr. Compton what additional rock he will need and so I can secure from him the Price Agreement if necessary?

Very truly yours,

KDL

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 5-A-1 5M 3-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 2 1937
FOR FILING
10-1167

May 29, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

We seem to have misplaced or lost your second authorization for an increase on the Azalea-Wolf Creek Summit Section, Contract #1872. Please submit new authorization.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

FORM 5-A-1 5M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, [illegible]
F. L. [illegible]
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY [illegible] 1937
FOR FILING
10-1107

May 24th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

STATE [illegible] COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Sometime ago I sent in a request for a second authorization on the Azalea-Wolf Creek Summit Section, Contract 1872. Shortly afterwards you wrote and asked why the job could not be held within the money originally authorized and if not you wanted a full explanation of the reasons for the overrun.

The overrun was due to the fact that in estimating for the area to be covered, sufficient allowance was not made for the widening on the curves. The specification was strictly adhered to in connection with the spreads of both rock and oil.

I would not recommend the shortening of the job as the pavement on the south 1.74 miles is only two inches in thickness and should, by all means, be covered.

Mr. Baldock's attention was called to this feature last week and he suggested adding another lift of 1¼-¾" rock on this section, which I think is an excellent idea and one which I would recommend.

I do not have the exact area to be covered. However, the average area per mile for the south 7.42 miles is 12,772 square yards per mile, which area includes a 6 inch overlap on each side of the pavement, but using this area as a basis for the 1.74 miles, I figure that the cost of this extra lift would cost $3505.00. This amount would be in addition to the amount asked for in the second authorization previously submitted.

I would be pleased to have you advise me in regard to whether you will approve the second authorization as submitted and if you want to put on an extra lift on the south 1.74 miles.

If either of the two plans are approved, it will be necessary for the contractor to order additional rock as there is not sufficient rock in his storage piles to complete the entire job and it will be necessary for him to ship in additional materials.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 9-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 5 1937
FOR FILING

10-1107

May 4th, 1937

Mr. K. R. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

Will you kindly call Mr. Baldock's attention to the Azalea-Wolf Creek Summit Section during his trip to Ashland about May 18th.

He wishes to inspect the non-skid laid by J. C. Compton last fall in the light of my report that an additional seal was not needed on the major portion of the job.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Baldock

RECEIVED
MAR 18 1937
FOR FILING

10-1107

NOTED
State Highway Engineer

FINAL COST ANALYSIS
ON PLANING

Pacific Highway, Azalea-Wolf Creek Summit Section
Planing & Resurfacing
Contract 1872, Prefix 10-1107

J. C. Compton, Contractor
C. C. Gall, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Pavement Planing	$9,401.72	158,396 sq. yd.	0.06	0.08	$12,671.68

Gross Earned	$12,671.68
Total Cost	9,401.72
Net Profit	$3,269.96

Net Profit Equals 26% of Gross Earned

REMARKS:

The planing work on this contract was started June 22, 1936 and finished August 22nd.

On June 22, 1936, one planer unit was moved on the job, and on July 24th an additional unit was added. The moving in cost was quite high, amounting to about $1,050.00, as the units were brought in from Utah. The planers worked a total of 907 hours to plane 158,396 sq. yds. of pavement, an average of 175 sq. yds. per hour. This was a fair average considering that portions of this section are not ideal for planing work, the road being somewhat narrow and winding, with highly elevated sharp curves and mountain grades.

For removal of cuttings from the pavement an old pull blade was dragged behind a planer. About 20% of the bladed cuttings was incorporated into the shoulder material, some picked up by nearby farmers and the rest was loaded into trucks and trucked away.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Baldock

RECEIVED
MAR 18 1937
FOR FILING

10-1107

FINAL COST ANALYSIS
ON PLANING

Pacific Highway, Azalea-Wolf Creek Summit Section
Planing & Resurfacing
Contract 1872, Prefix 10-1107

J. C. Compton, ~~[illegible]~~ Contractor
C. C. Gall, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Pavement Planing	$9,401.72	158,396 sq. yd.	0.06	0.08	$12,671.68

Gross Earned	$12,671.68
Total Cost	9,401.72
Net Profit	$3,269.96

Net Profit Equals 26% of Gross Earned

REMARKS:

The planing work on this contract was started June 22, 1936 and finished August 22nd.

On June 22, 1936, one planer unit was moved on the job, and on July 24th an additional unit was added. The moving in cost was quite high, amounting to about $1,050.00, as the units were brought in from Utah. The planers worked a total of 907 hours to plane 158,396 sq. yds. of pavement, an average of 175 sq. yds. per hour. This was a fair average considering that portions of this section are not ideal for planing work, the road being somewhat narrow and winding, with highly elevated sharp curves and mountain grades.

For removal of cuttings from the pavement an old pull blade was dragged behind a planer. About 20% of the bladed cuttings was incorporated into the shoulder material, some picked up by nearby farmers and the rest was loaded into trucks and trucked away.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Detail of Cost

Labor:

Supervision	$ 230.00	
Labor	2,202.80	
State Industrial Accident Insurance	97.31	
Unemployment Insurance	24.33	
		$ 2,554.44

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	2,825.00	
Gas, Oil & Grease	785.84	
Steel for Planer Teeth	360.00	
Small Tools & Misc. Supplies	158.67	
Teeth Sharpening Expenses	804.00	
Repairs	483.68	
Freight Moving In	1,032.82	
Miscellaneous Expense	17.11	
Bond 1% of Gross Earned	126.72	
Home Office 2% of Gross Earned	253.44	
		6,847.28
Cost Grand Total		$ 9,401.72

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 15 1937
FOR FILING

10-1107

February 15th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am advised that the non-skid treatment on the Azalea-Wolf Creek Summit Section of the Pacific Highway, under contract to J. C. Compton, has been quite seriously affected by the frost.

Please furnish an estimate of cost of the amount of re-sealing necessary and advise Mr. Compton of the amount of gravel and asphalt by which his contract will be increased.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 8-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

10-1107

October 23rd, 1936

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

I have at hand "authority for additional expenditures" on the Azalea-Wolf Creek Summit project under contract to J. C. Compton.

Since this job is only about half completed, it would appear that some economies could be effected to keep it within the original estimate. I do not recall that there was any particular reason for ending at a definite point; and therefore, it may be advisable to shorten the job by a few stations to keep it within the original estimate.

Will you please give this your consideration, and if you deem it necessary to adhere to the increased expenditure, please furnish a detailed explanation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

10-1107

#1872

September 16, 1935

Mr. J. C. Compton,
McMinnville, Oregon.

Dear Sir:

Reference is made to your letter of August 29th requesting an extension of time of thirty days on your contract No. 1872 Azalea-Wolf Creek Summit Section.

Will you kindly forward the written consent of your surety on the bond furnished in connection with this contract so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-A-1 5M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

10-1107

Sept. 8th, 1936

RECEIVED
SEP 9 1936
OREGON
HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

NOTED
State Highway Engineer

Dear Sir:

Attached hereto please find letter from Mr. Compton asking for a thirty day extension on his contract 1872.

I would recommend that this thirty extension be granted. The additional cost of our engineering occasioned by this delay is not great and I do not believe that the contractor should be penalized.

The consent of the surety is being sent direct to your office.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

10-1107

August 14th, 1935

Mr. J. C. Compton
Constractor
McMinnville, Oregon

Dear Sir:

I am advised by Mr. Lytle that it is very important that you start the non-skidding on the Azalea-Wolf Creek job immediately. As you know, the success of a non-skid job depends upon placing it in the very warmest weather, and we are very anxious to get a first class job on this section. In addition to that, it is noticeable that the surplus asphalt is again rising to the surface of the pavement, and unless it can be oiled immediately further planing work will be necessary.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

10-1107

JUL 2 1936

July 1, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On page 3 of the special provisions for the Azalea-Wolf Creek planing and nonskid project, the statement is made that the contractor shall submit a letter with his bid showing type and number of planers, etc.

Was such a letter received? If so please send copy of this letter to this office and to C. C. Gall, Resident Engineer.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

10-1107

June 18, 1936

J. C. Compton
McMinnville, Oregon

Dear Sir:

We are returning you today, by express, a fully executed copy of Contract No. 1872, awarded you on May 22, 1936 for 16.01 miles of planing and resurfacing on the Azalea-Wolf Creek Summit Section of the Pacific Highway in Douglas and Josephine Counties.

This copy is being sent you for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DP

AM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

10-1107

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Coast
Projects
Primary

May 14, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I plan to have Cecil Gall handle the planing and non-skid from Azalea to Wolf Creek unless you have other plans.

The Grays Creek-Powers Ranch Section should be all finished with the exception of oil by the end of this month. Cecil Gall will need an experienced bituminous macadam inspector for both of these contracts. Mr. Hall has not indicated how soon he expects to oil the Grays Creek-Powers Ranch Section but I expect he will do so about the first of June.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

NOTED
State Highway Engineer

10-1107

May 25, 1936

J. C. Compton
McMinnville, Oregon

Dear Sir:

The State Highway Commission awarded to you on Friday, May 22, 1936, the contract covering 16.01 miles of pavement planing and resurfacing, also furnishing crushed material in stock pile, on the Azalea-Wolf Creek Summit Section of the Pacific Highway, in Douglas and Josephine Counties, based on your bid of $59,515.90.

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

LP
cc S. H. Probert
E. A. Collier

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
State Highway Engineer
Salem

In reply please refer to File No.

Const. Projects Primary

March 21, 1932

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith special provisions covering Azalea-Grave Creek planing project.

The Standard Road Planing Company, in 1931, did considerable work in Southern Oregon at $600.00 per mile in a very satisfactory manner. This project has been scheduled to be contracted in May. It might be desirable and possible to get this on at the April letting. This would allow the contractor to assemble his equipment and do the work during May or early part of June before tourist traffic reaches its peak.

I expect to send you special provisions for non-skid on this section next week.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

SPECIAL PROVISIONS   March 21, 1936

AZALEA-GRAVE CREEK PLANING PROJECT

TIME AND PLACE OF RECEIVING BIDS

April 16, 1936.

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under this contract if awarded consists of the smoothing up or planing of 16.8 miles of bituminous concrete pavement on the Azalea-Grave Creek Section of the Pacific Highway in Douglas and Josephine Counties.

The north end of the project is the end of the concrete pavement at mile 241.12 near Azalea.

The south end of the project is at mile 260.09 which is one half mile north of Grave Creek. No planing is to be done between mile 257.13 at the summit of Wolf Creek to mile 259.30 at Salmon Creek.

Net length to be planed, 16.8 miles.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than June 30, 1936.

DETAILS OF PLANING WORK

The planing of the pavement shall be done with suitable equipment and tools and shall continue until the entire surface of the pavement is smooth, easy riding, true to crown and free from excess asphalt. All cuttings from the planed surface shall be removed from the pavement and the pavement shoulders in a manner satisfactory to the engineer.

The work shall be performed in such a manner as will cause the minimum of interference with traffic and the contractor shall provide flagmen, both ahead and behind the planer to slow down traffic and if necessary, conduct the traffic past the place of operation on a satisfactory alternating one way plan. No work shall be done on the pavement on Sundays, Saturday afternoons or holidays.

The contractor shall furnish and pay for all labor, materials, supplies, tools and equipment used in the performance of the work and the contractor agrees that he will promptly make payment for labor, materials, supplies and provisions at such times as they become due and payable. The contractor will be responsible and liable for all injury to persons and damage to property that may be attributable to the contractor's operations, to his negligence or to any unusual condition due to the contractor's operations within the limits of the project during the time the contract is in effect.

SPECIAL PROVISIONS

AZALEA-GRAVE CREEK PLANING PROJECT

Measurement and Payment:

For the performance of the work above specified to be done, all in accordance with the specifications contained in the special provions and to the satisfaction of the engineer, payment will be made to the contractor at the price bid per mile for pavement planing and the quantity to be paid for to be the number of miles measured to the nearest hundredth of a mile actually performed and completed.

ENGINEER'S ESTIMATE

Pavement planing	16.8 miles at $700.00 per mile.........	$11,760.00
10% for Engineering and Contingencies......................		1,176.00
		$12,936.00

FORM 2-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 31, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith Special Provisions for Azalea-Wolf Creek Summit nonskid.

In accordance with the suggestion in your letter of March 28th, we have cut the length of the project to 16.01 miles and believe that this can be done for approximately the $60,000 set up.

We have selected a specification to be used practically identical with the nonskid laid in 1931 from Eugene to Wilbur and in the same year from Roseburg to Myrtle Creek. The section from Myrtle Creek to Canyonville was nonskided after planing but 1"-½" rock was used. Neither of the two sections mentioned show seals or other conditions which would appear to require the application of a second seal and for this reason the second seal in our standard nonskid specification has been omitted. Approximately .002 cubic yards of sand per square yard has been included to stop any pick-up which might occur in hot weather.

Please change specifications sent you March 21st, for planing project by making the limits of the job read "Mile 241.12 to mile 257.13. Net length 16.01 miles" and change the Engineer's Estimate to "16.01 miles at $600 per mile" as this was the cost when planing was done in this vicinity in 1931.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AF

SPECIAL PROVISIONS

AZALEA-WOLF CREEK SUMMIT

TIME AND PLACE OF RECEIVING BIDS

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract if awarded consists of the construction of a nonskid wearing surfacing on 16.01 miles of bituminous pavement on the Pacific Highway in Douglas County and Josephine County.

The north end of the project is at the end of the concrete pavement at mile 241.12 near Azalea.

The south end of the project is at mile 257.13 at the Wolf Creek Summit.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than August 31, 1933.

NON-SKID WEARING SURFACE

Standard Specification to Apply:

The applying of the oil mat surface treatment shall be performed and paid for in accordance with standard specifications given in section 21 of the standard specification form except as those specifications are supplemented and modified by the provisions which follow:

Brooming:

Immediately prior to the making of the first spread of asphalt the entire width of the pavement and of the shoulders for one foot on each side of the pavement shall be made clean and free of dust, dirt and other undesirable matter by thorough brooming with revolving power brooms supplemented where necessary by brooms and brushes operated by hand.

Table of Details:

The second seal as given in the standard specification is to be omitted. The details will be as follows:

1. General Details:
    Thickness of oil mat - - - - - - - - - - - - - - -one inch
    Number of courses exclusive of seal coat - - Two
    Kind of bituminous cement, Grade "E" asphalt 130 to 150 penetration.

2. Order and Rates of Spreading:
    a-First Course:
    Spread bituminous cement - - - - - - - - - - - - -0.10 gallon per square yard.
    Spread 1½"-¾" aggregate- - - - - - - - - - - - - -0.022 cu. yd. per sq. yd.

b. Second Course:
Spread bituminous cement- - - - - - - - - -0.2 gal. per sq. yd.
Spread ¾"-½" aggregate - - - - - - - - - - - 0.010 cu. yd. per sq. yd.

c. Seal Coat:
Spread bituminous cement - - - - - - - - -0.2 gallons per sq, yd.
Spread ½"-¼" aggregate- - - - - - - - - - -.008 per sq. yd.
Spread ¼"-0" aggregate .002 cubic yards per square yard.

3. Total Quantities
Bituminous cement - - - - - - - - - - - - - - -0.5 gallons per sq. yd.
Aggregates - - - - - - - - - - - - - - - - - - -0.042 cu. yd. per sq. yd.

Bituminous Cement:

The bituminous cement to be used in all courses shall be "E" grade asphalt, penetration 150 to 150 meeting the requirements stated in specification 44. In this connection the 2% maximum wax content specification shall be understood not to apply.

Aggregated to be Furnished by Contractor:

All aggregates required in the applying of the nonskid surface treatment shall be furnished by the contractor and delivered by him to the place of their final incorporation in the work. None will be furnished by the State.

Kind, Quality and Source of Aggregates:

The aggregates to be furnished for use in the applying of the nonskid surface treatment shall be clean, crushed rock or clean, crushed gravel manufactured from hard, durable and otherwise suitable rock or gravel which when subjected to the standard abrasion test shows a wear not exceeding 5%. If crushed gravel is used the gravel from which the crushed gravel is manufactured shall be material that will all be retained on a screen having 2 inch circular openings. The materials for the nonskid surface treatment shall be obtained by the contractor from such source of suitable material as he may select.

Abrasion tests made on the 2"+ gravel from Cow Creek, Wolf Creek, Coyote Creek and Grave Creek indicate that suitable material for crushing can be obtained at these sources by removing the undersize material before crushing. The sizes of aggregates shall conform with the standard specification given in section 21 and attention is directed to the fact that cleanness and accurate grading are of particular importance in connection with the aggregates to be furnished and that deviations from perfection in these matters, which might be permissible in connection with other surfacing construction contracts, will not be permitted. If in the opinion of the engineer such procedure is necessary, materials shall be washed free from dust after crushing.

SPECIAL PROVISIONS
AZALEA--WOLF CREEK SUMMIT

Approximate Quantities Required:

The approximate quantities of different sizes of aggregate required for the nonskid surface treatment are as follows:

Size	Approximate Quantities
1¼"-¾" Material	4020 Cu. Yd.
¾"-½" "	1850 " "
½"-¼" "	1460 " "
¼"-0 "	360 " "
	7670 Cu. Yd.

Measurement and Payment:

The pay items in connection with applying of the nonskid surface treatment shall be as follows

1. Mineral aggregate in place

2. Grade "E" asphalt in place

Payment for these items, when made at the prices bid for them shall comprise full and complete payment for the nonskid surface treatment and no separate or additional payment will be made for any work or materials that are called for by the specifications for that part of the work or that are required to produce specified results. The price bid for mineral aggregates in place shall be understood to include and cover the cost of the producing, furnishing, hauling and placing of the aggregates and the cost of cleaning the pavement and shoulders upon which the nonskid surface treatment is to be applied and the cost of reshaping of shoulders as indicated below.

RESHAPING OF SHOULDERS

Work to be Done:

After the application of the nonskid surface treatment has been completed as specified above, the contractor shall reshape the shoulders which lie outside of the nonskid area and shall bring those portions of the roadbed to the grade and crown indicated by the typical cross section plans. The reshaped areas shall be thoroughly compacted by rolling with a ten ton power roller.

MISCELLANEOUS PROVISIONS

Signs To Be Of Standard Designs:

Contractor To Furnish Flagmen and Pilot Cars:

Truck Loads To Be Leveled:

SPECIAL PROVIONS

AZALEA--WOLF CREEK SUMMIT
NONSKID SURFACE TREATMENT

March 31, 1938.

ENGINEER'S ESTIMATE

Mineral aggregate in place	7670 cu. yds. at $4.25 per Cu. Yd.	$32,597
Grade "E" asphalt in place	380 tons at $30.00 per ton	11,400
		$45,997
	+10% engineering and contingencies	4,603
	Total - -	$50,600

Note: We will need for paving plant repair during the next five years approximately 2400 yards of material and we should be able to secure this material cheaper in connection with production of material for this nonskid treatment than at a later date. I therefore suggest the following be added to the estimate above. (See next page)

SPECIAL PROVISIONS

AZALEA—WOLF CREEK SECTION

MAINTENANCE MATERIALS

MAINTENANCE MATERIALS

Work To Be Done:

As a part of the work to be done under this contract the contractor shall furnish and deliver in stockpiles, approximately 2400 cubic yards of broken stone or crushed gravel for use by the State in connection with future maintenance operations.

Kind and Quality of Materials:

Materials shall be thoroughly clean, broken stone or crushed gravel complying with the provisions for aggregates for nonskid treatment.

Sizes and Quantities of Materials:

The sizes and quantities to be stockpiled shall be as follows:

Size		Approximate Quantity
¾"–½" Material		600 Cu. Yds.
½"–¼" "		600 " "
¼"–0 "		1200 " "
	Total	2400 Cu. Yds.

The materials are to be delivered at the Ward stockpile site one-fourth mile south of Coyote Creek on the Pacific Highway.

Measurement and Payment:

For the materials delivered in stockpiles as above provided, payment will be made at the prices bid for the following item:

Maintenance Materials in Stockpile:

The prices bid for this item shall be understood to include and cover the cost of hauling materials to the stockpile specified as well as all other cost involved in the furnishing and delivering of the materials as specified.

ENGINEER'S ESTIMATE

Maintenance materials in stockpile	2400 cu. yds. at	$2.10	$5040.00

COMPUTATION SHEET

AZALEA—WOLF CREEK SUMMIT NON SKID 3-31-36
Mile 241.12 to Mile 257.13—16.01 Miles

Width 18 Feet. Add 3% for curve Widening

Use Nonskid specification, Section 21, except omit second seal and use .002 C.Y. per sq. yd. of ¼"-0 to stop pick-up.

$\frac{16.01 \times 5280 \times 18}{9}$ = 169,066 Sq. Yds. + 5084 (For curve widening) = 174,150 sq yd.

Specification	Rock, Cu. Yds. per Sq. Yd. 1½"-¾"	¾"-½"	½"-¼"	¼" Minus	Total	A.C. Gal. per Sq. Yd.
Tack Shot A.C.						.10
1st Course Rock	.022					
2nd Shot A.C.						.20
2nd Course Rock		.010				
3rd Shot A.C.						.20
Seal Course Rock			.008			
Screenings				.002		
TOTAL	.022	.010	.008	.002	0.42	.50
x 174,150 —	3831 C.Y.	1742 C.Y.	1393 C.Y.	348 C.Y.		
+ 5%	189	88	67	12		
TOTAL ROCK	4020 C.Y.	1830 C.Y.	1460 C.Y.	360 C.Y.	— 7670 Cu. Yds.	

Total Asphalt $\frac{174,150 \times .5}{237}$ — 367 + 13 (allowance) — 380 Tons

380 Tons Grade "E" in place at $30.00 $11,400
7670 C.Y. Mineral Aggregate " at 4.25 32,597
$43,997.
Plus 10% for Engr. & Cont. 4,603.
Estimated cost Non Skid - - - $48,600.
Planing 16.01 Mile at $600 9,600.
Estimated cost-planing+10% Engr. & Cont. 960
Estimated cost planing 10,560.
Estimated cost planing & nonskid - - - - - - - $ 59,160.

FORM 9-A-1 5M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

10-1107

OREGON STATE HIGHWAY COMMISSION

SALEM

March 28th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

It is noted that your special provisions for the planing of the Azalea-Grave Creek project covers the entire 16.8 miles. It occurs to me that there is not sufficient funds budgeted to resurface this amount with the standard O-11 resurfacing which has been approved by the Commission.

It would not seem advisable to plane more than we can resurface. In order to discuss this it is quite important to have your resurfacing estimate and specifications immediately, and I would appreciate it if you would expedite them as much as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTE

Col Hy Engrs on trial – ~~[illegible]~~ & Astoria interested
Stream shed – orig [illegible] 40 000
[illegible] – Portland
Montavilla. 82nd.

FORM 2-A-1 5M 1-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Primary

March 16th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. E. A. Collier~~
~~Division Engineer~~
~~State Highway Dept.~~
~~Roseburg, Oregon~~

Dear Sir:

Please work up the most dangerous portion of the Azalea-Grave Creek Section to provide for a 0-11 non-skid 20 feet wide, the extra width to be built in a manner similar to that used by Chandler on one of the sections in your division.

This is not the standard PW-1 practice but merely provides for a slight additional amount of rock on the shoulders with the oiled shot extending out two feet.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const.
Projects
Primary

March 10th, 1936

IN REPLY PLEASE REFER TO FILE NO.

~~Mr. E. A. Collier~~
~~Division Engineer~~
~~State Highway Dept.~~
~~Roseburg, Oregon~~

NOTED
Asst. Highway Engineer

Dear Sir:

I will be unable to send you the specifications for the non-skid pavement resurfacing which is proposed from Azalea to Grave Creek until after the next Commission meeting, as Mr. Baldock wishes to discuss the thickness of this resurfacing with the Commission.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 6-A-4 9M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Pac Hwy
Douglas Co

Coast
Projects
Primary

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MAR 9 1936

March 7, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

In the near future I will write up the non-skid project from Azalea to Grage Creek.

Please send me special provisions and list of bids for the last non-skid work done near Corvallis. I understood planing was included in that proposal.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

CONTRACT# 1873

118-1015 Wocus Marsh-Link River Section
Klamath Lake Secondary 1936

1873

FORM 3-A-1 1931 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON,
P. L. TOU VELLE, JACKSONVILLE.

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 15 1937
FOR FILING
118-1015

June 11th, 1937

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Ore.

NOTED
State Highway Engineer

ATTN: S. H. PROBERT

Dear Sir:

Please send a copy of the surfacing and oiling specifications for the Wocus Marsh-Link River Section of the Klamath Lake Secondary Highway, to E. D. Farmer, Bureau of Public Roads, Portland, Oregon.

Very truly yours,

K. D. LYTLE
Division Engineer

By
Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

FORM S-S-1 1000 7-34

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

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FOR

118-1015

RECEIVED
NOV 24 1936
OREGON
STATE [illegible]

November 23, 1936

NOTED
Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are forwarding to you herewith Equipment Department Order for fencing, gates, posts, nails etc., for Geary cinder pit M. P. 8.3 Klamath Lake Secondary Highway, approved State Force Work Order 118-1015 and stock pile site M. P. 299.2 The Dalles California Highway approved State Force Work Order 218-1012 and stock pile site Klamath Falls-Weed Highway State Force Work Order 118-1014.

118-1015

282

205-8

We are also enclosing itemized proposals from the Swan Lake Moulding Company, Big Basin Lumber Company, Home Lumber and Supply Company.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

rms/e
encls.

#1873

x

118-1015

OREGON STATE HIGHWAY COMMISSION

September 12, 1938

Hartford Accident & Indemnity Company,
L. M. Miller, Agent,
Spalding Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1873 for the construction of the Wocus Marsh-Link River Section of the Klamath Lake Secondary Highway in Klamath County has been completed by the contractors, Dunn & Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 22, 1938.

The State is not advised of any unpaid claims for labor or material,or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $39,567.93, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1873

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

118-1015

August 26, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work on State Highway Contract No. 1873, with Dunn & Baker for surfacing and oiling the Wocus Marsh-Link River Section of the Klamath Lake Secondary Highway in Klamath County, was completed August 12, 1936.

Acceptance of this project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

APPROVED BY HIGHWAY COMMISSION
DATE Sept 15, 1936
H. B. Glaisyer
Secretary

118-1015

#1873

August 26, 1936

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Dunn & Baker on Contract No. 1873 for the construction of the Hanks Marsh-Link River Section of the Klamath Lake Secondary Highway in Klamath County. This payment will be made on or after September 5, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 9-D-1 1500 7-36

[illegible]
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

D8-1015

RECEIVED
AUG 25 1936
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

August 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith.

Dear Sir:

Attached is rather an unusual request - one for survey of the Wocus Marsh-Link River project and right of way descriptions after the construction work is complete. I do not feel that this project should be left without any right of way deeds or resolutions of any kind. I thought this could be done then have the County pass resolutions covering the whole line at one time. As the County was to furnish the right of way of jobs of this nature.

Also attached is an authority for $400.00 state force to add shoulder material. The sub-base was constructed of cinders containing large lumps of clinker and of pit run quarry rock, much of which broke into large fragments and the larger fragments contained in both classes of material were worked to the shoulder. This material is not thoroughly filled and bound up and there will be continuous ravel of the material until it is set up. Material for this purpose will be taken from slopes and ditches. The section in both the spring and fall of the year, is subjected to heavy movement of livestock, thus increasing the displacement of shoulder material. An order in the amount of $400.00 was formerly approved, all but $68.65 of which has been expended and with the additional $400.00 we should be able to turn out a fair job.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

wec/e
encls.

Form 333—5M—5-36

REGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED 1936

For Week Ending August 15, 1936

Section Wocus Marsh-Link River	*Kind of work* Surfacing & Oiling
Highway Klamath Lake Secondary	*Section prefix* 118-1015, State Project
Contractor Dunn & Baker	*Contract number* 1873
Date of contract May 2, 1936	*Date of completion* August 31, 1936
Date work started June 10, 1936	*Estimated date of completion* August 12, 1936
Amount of contract $ 39,824.50	*Per cent of time elapsed* 84 %

Estimated cost of completed project, exclusive of engineering $ 40,367.93

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1584.00, 3.9 %	*Date project was completed* August 12, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The project was completed on Wednesday, this being the final report. Maintenance department advised that the contractor is withdrawing his forces from the work.

Mr. Chandler and Mr. Widdows over the project on Thursday the 13th.

NOTED
H. D. SMITH

RECEIVED
AUG 18 1936
CONST

Signed A. E. Kelley

Address 119 So. 5th St., Klamath Falls, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

PRINTING DEPT.

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.3		5.3	
Miles partially completed		5.3		5.3	
Miles completed		5.3		5.3	
Total estimated quantities		23,600		1550	
Estimated quantities moved or placed to date		23,304		1566	
Average daily quantities		0		0	
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		31 P.			

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						Supervision	2
Men and teams						Skilled	0
Men and trucks under 3 tons						Intermediate	16
Men and trucks over 3 tons						Unskilled	13
Men and tractors							
						Total	31

Equipment used during week: Shovels 1, Power graders 3, Rollers 2, Mixers , Crushing or screening plants 1,

Compressors 1, Bull Dozers , Sheet-foot rollers , Water Truck 1, Trucks 7 , Distributor 1

Retort-1, Oil Transport Truck 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 2-A/1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

118-1015

0

July 27, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. G. Kelley,
Resident Engineer,
Klamath Falls, Ore.

NOTED
State Highway Engineer

Dear Sir:

In regard to your letter of July 26th, as to classification of retort man on Dunn & Baker Contract No. 1873,

Under the heading of "Intermediate Labor" Firemen are classified as men working around steam shovels, asphalt plants or dredges. I believe there could be included under this designation that firemen or retort men come under the intermediate grade on oil plants.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H.

CC to
R.H. Baldock
H. G. Smith
W. E. Chandler

118-1015

June 19, 1936

Dunn & Baker
Box 431
Klamath Falls, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of State Highway Contract No. 1873, awarded to you on May 22, 1936 for the surfacing and oiling of 5.3 miles of the Wocus Marsh-Link River Section of the Klamath Lake Secondary Highway in Klamath County.

This copy is being sent you for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

118-1015

May 23, 1936

Dunn & Baker
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission awarded to you on Friday, May 22, 1936, the contract covering the 5.3 miles surfacing and oil mat surface treatment on the Bogus-Marsh-Link River Section of the Klamath Lake Secondary Highway in Klamath County, based on your bid of $39,824.50.

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP
CC S. H. Probert
K. D. Lytle

FORM 2-C-1 52773 2M 6-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAY 21 1936
STATE HIGHWAY COMMISSION

118-1015

May 20, 1936

NOTED
State Highway Engineer

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

This is in reply to your letter of May 19 in which you state you have not received the tracing and description for the rock quarry and stock pile specified for use on the Wocus Marsh-Link River Section.

The tracing and description for the rock quarry was mailed in on May 12 and the tracing and description for the cinder pit was mailed in on May 18. We understand from Mr. M. D. McCallister that satisfactory arrangements have been made to lease both properties.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

WOW/e

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
CARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of K. D. LYTLE, Division Engineer
BEND, OREGON

118-7015

RECEIVED
APR 20 1936
OREGON
COMMISSION

April 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In regard to the crushed rock surfacing on the Wocus Marsh-Link River job.

The specifications for this item may seem strange but my idea of laying it in the manner specified was written with the idea of securing a thicker oil mat. I specified that the rock surfacing would be 1½"-3/4" with the thought that the heavy oil prime coat in the oil job would penetrate into the rock surfacing and give us what will amount to practically an 0-11 specification. I figured the oil would penetrate at least one inch and that the bottom inch would be rolled down into the cinder base which would prevent any movement. If we laid a standard surfacing of say three inches we would have to add to our rock surfacing about 360 cubic yards of additional 3/4"-0" rock to set up the base.

I specified that the rock surfacing should not be over 2½ miles ahead of the oiling because I feared that the traffic might churn the cinders up into the rock if it was left unoiled for too long a period. This road carries a lot of log traffic and wood hauling and the oiling really should be heavier than an 0-9.

NOTED
State Highway Engineer

NOTED
State Highway Engineer

In figuring the quantities I put in a rather large allowance for the items and think that you should not change it as there are several soft places in the road that may require more surfacing than specified. Another feature in regard to the extra cinders allowed it may be that we will have to use them for filler in connection with the rock topping as it is necessary that we fill or blanket this rock topping sufficient to stop any internal movement.

The quarry specified belongs to the city of Klamath Falls and is now under lease to Mr. Porter but I talked to the city engineer Mr. Thomas and he thought that arrangements could be made so that we could use it as the leasee is not working. Mr. Thomas discussed the matter with the city council and they all favored our using this source as they are quite anxious to have the job done. I will know definately within a few days regarding this question.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
cc S. H. Probert

FORM 5-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

118-7015

February 21st, 1936

Mr. R. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to the Klamath Lake Secondary Highway No. 421. You may submit special provisions and estimates for the above project for contracting during the April or May lettings. This may be worked up in accordance with your estimates of February 15th, but you should make a careful investigation of the existing surfacing to determine if a lesser amount of topping would not serve. I had been in hopes of doing about eight miles for the money appropriated, but of course we wish to do an adequate job and must secure sufficient stability for the traffic and soil conditions.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM 5-C-1 15010 1-M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Cost
Projects
Secondary Hwys

118-1015

February 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. [illegible] G. Smith

Dear Sir:

In response to your request I have prepared an estimate of the cost of surfacing and oiling six miles of the Klamath Lake Secondary Highway No. 421. This job extends from the Fremont Bridge across Link River to a point six miles north.

There is quite a lot of traffic on this section consisting of the local people who live adjacent to the road, some log hauling and a great deal of traffic hauling fire wood into Klamath Falls,

I would hesitate to recommend any specification lighter than the one used as a basis for this estimate.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl/e
encls.

ESTIMATE OF COST

WOCUS MARSH-LINK RIVER SECTION

KLAMATH LAKE SECONDARY HIGHWAY

NO. 421

WIDTH OF ROADBED 24 FEET FEBRUARY 11, 1936

WIDTH OF OILING 20 FEET K. D. LYTLE

6.00 MILES

SURFACING

AND

OILING

LOG OF SECTION

M. P.

0.0 Intersection Oregon Avenue and Bein Street Klamath Falls. Begining at present oil.

0.6 End of present oil and gegining of proposed oiling and surfacing project.

0.7 Fremont Bridge over Link River.

1.2 Entrance to City Park.

1.5 Quarry in Park Property. Used this quarry in figuring estimate but have not been able to determine if available due to absence of city engineer.

4.2 Possible quarry.

4.3 Beginning of old lake bed Wocus Marsh.

5.2 North end Lake Bed. Begining higher ground.

5.3 Possible quarry site.

5.7 Geary's barn.

6.0 End proposed new work.

8.0 Geary's Ranch House.

8.3 Cinder Pit - Use for topping.

8.8 Bridge across outlet to Wocus Marsh.

SPECIFICATION

TOPPING

Use cinders for topping to be taken from pit located at M. P. 8.5.

Depth of Topping: Six inches compacted.

Bottom Width of Cinders 24 Feet.

Top Width of Cinders 22½ Feet.

Loose measure increased 20% to allow for compaction.

CRUSHED ROCK SURFACE

Source of Material - Quarry at Moore's Park.

Size of Crushed Rock - 1" -0".

Number of Courses Crushed Rock - One.

Amount per mile - 1075 cubic yards.

Width of Top - 22 Feet.

Depth - 3" Loose Measure.

OILING

0-9 SPECIFICATION.

SUMMARY OF QUANTITIES

	Net	Allowance	Total
1" - 0" Crushed Rock	6450	350	6,800
Hauling Crushed Rock	16,088	812	16,900
Cinder Topping	16,380	1120	17,500
Hauling Cinders	81,079	5621	86,700
Filler	3424	376	3,800
Hauling Filler	6848	652	7,500
Sprinkling	1100	100	1,200
Mineral Aggregate in Place	2250	250	2,500
No. 3 Road Oil in Place	133.2	6.8	140
Cutback Asphalt in Seal Coat	64.2	5.8	70

ESTIMATE OF COST

1" - 0" Crushed Rock	6800 cu yds	@ $ 1.70		11,560.00
Hauling Crushed Rock	16900 yd mi	@	0.12	2,028.00
Cinder Topping	17,500 cu yds	@	0.40	7,000.00
Hauling Cinders	86,700 yd. mi.	@	0.09	7,803.00
Filler	3,800 cu yds	@	0.35	1,330.00
Hauling Filler	7.500 yd mi	@	0.14	1,050.00
Sprinkling	1,200 M-Gal	@	1,00	1,320.00
Mineral Aggregates in Place	2500 cu yds.	@	3.00	7,750.00
No. 3 Road Oil in Place	140 Tons	@	25.00	3,500.00
Cutback Asphalt in Seal Coat	70 Tons	@	26.00	1,820.00
				45,161.00
	Engineering & Contingencies			4,516.10
				$ 49,677.10

FORM S-A-1 6M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Secondary Hwys

118-1075

January 22, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

Referring to yours of January 14th, relative to oiling of the Klamath Lake Secondary Highway, it is desired that you submit estimate of cost of surfacing and oiling five or six miles.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

FORM 2-21 [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Const.
Projects
Secondary Hwys

January 20, 1936

118-1015

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: ~~Mr~~. H. G. Smith

Dear Sir:

Replying to your letter of January 14 relative to oiling of the Klamath Lake Secondary Highway I beg to advise that I do not consider any of the road has sufficient surfacing to hold up an oiling job.

The first six or eight miles of this road carries a large amount of traffic and would justify a resurfacing and oiling job when and if funds are available.

If you are interested I would be glad to assemble an estimate of the cost of surfacing and oiling.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl/e

REFERRED TO
Mr. Cabell
by State Highway Engineer

FORM 2-A 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

118-1045

January 14th, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

At the last Commission meeting, Mr. Cabell requested information concerning the cost of oiling the Ft. Klamath Secondary Highway from Klamath Falls, along the lake, to the end of the adequately surfaced portion.

Will you submit a report concerning the distance which can be oiled without regrading or resurfacing, and the cost.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By HGSmith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT# [redacted] 1874

33-1106 Criterion-Cow Canyon Section
The Dalles-California 1936

R.H. Baldock
RECEIVED
DEC 15 1937
FOR FILING

33-1106

NOTED

Cow Canyon - Criterion School Section
The Dalles-California Hwy.
Contract 1874 Prefix 33-1106
Joplin & Eldon, Contractors Forrest Cooper, Resident Engineer
Final Cost Report to November 17, 1937

Item	Cost	Quantity	Unit Cost	Unit Bid	Revenue
Rock Subbase	$31,858.55	34,256.5 cu. yd.	0.930	1.00	$34,256.50
4"-2" Cruched Rock in Base	36,085.11	19,777 " "	1.825	1.50	29,665.50
3/4"-0 " " " " and Shoulders	26,498.44	14,444.5 " "	1.835	1.60	23,111.20
Filler	1,285.88	3,110.5 " "	0.413	0.40	1,244.20
Hauling Filler	1,786.95	10,199.5 yd. mi.	0.175	0.15	1,529.93
Sprinkling	2,450.63	435.9 M-Gal.	5.622	4.00	1,743.60
Preparation of Base	2,698.23	11.5 Mi.	234.63	200.00	2,300.00
Mineral Aggregate in Place	15,413.10	5,713 cu. yd.	2.700	2.70	15,425.10
#3 Road Oil in Place	13,134.99	543.325 ton	24.175	26.00	14,126.45
1¼"-3/4" Cr. Rock in Stpl.	900.01	494.7 cu. yd.	1.819	1.75	865.73
3/4"-½" " " " "	5,281.06	2,902.8 cu. yd.	1.819	1.75	5,079.90
½"-¼" " " " "	2,229.19	1,225.3 cu. yd.	1.819	1.75	2,144.28
PA # 1 & 2 RC 3 Cutback in Place	7,218.50	273.9 ton	26.355	27.74	7,597.99
PA # 1 & 2 3/4"-0 Cr. Rock in Binder Course	4,584.07	2,211 cu. yd.	2.073	1.60	3,537.60
PA #3 3/4"-½" Cr. Rock in Stockpile M.P. 74	1,362.66	576.3 cu. yd.	2.365	2.55	1,469.57
PA #3 ½"-¼" Cr. Rock in Stockpile M.P. 74	699.89	296.0 cu. yd.	2.365	2.55	754.80
PA #3 ½"-¼" Cr. Rock in Stockpile Plant	10.92	6.0 cu. yd.	1.819	1.35	8.10
¼"-0 Screen Rejections	195.65	782.6 cu. yd.	0.25	0.25	195.65
Haul Adjustment on Stockpiles		6,428.5 yd. mi.		0.10	642.85
PA #4 Barreling Excess Asphalt		6.675 ton		21.00	140.18
Force Account	18,108.29				15,759.77
Cook House	11,208.48	6,945 man days	1.614	1.00	6,944.92
	$183,010.60				$168,543.82

Total Cost	$183,010.60
Gross Revenue	168,543.82
Net Loss	$14,466.78

Net Loss Equals 8.58% of Gross Revenue

[illegible]

Contract 1874

Crushing Cost

Surface Rock and Rock for Binder Course

Item	Cost	Quantity	Unit Cost
Drill and Shoot	$7,446.70	36,432 cu. yd.	.2044
Quarry to Crusher	15,039.13	36,432 cu. yd.	.4128
Crusher Operation	16,904.45	36,432 cu. yd.	.4640
Erection of Crusher	3,009.28	36,432 cu. yd.	.0826
Total	$42,399.56		1.1638 per cu. yd.

Oil Rock and Maintenance Rock

Item	Cost	Quantity	Unit Cost
Drill and Shoot	$2,292.14	11,214 cu. yd.	.2044
Quarry to Crusher	4,629.14	11,214 cu. yd.	.4128
Crushing Operation	7,442.73	11214 cu. yd.	.6637
Erection of Crusher	926.28	11,214 cu. yd.	.0826
Total	$15,290.29		1.3635 per cu. yd.

The quarry work was difficult due to a large number of nigger head boulders too large and tough to crush. Material was drilled by a three hammer crew, loaded by a 3/4 cu. yd. gas shovel into two 3½ ton trucks and hauled up a ramp from which it was dumped over a scalping grissly to the primary 15 x 36 Pitman jaw crusher. Scalped material was carried by a short belt conveyor system through a 36" Symons cone and a 20" x 40" roll crusher. Screens consisted of a triple deck 42" x 144" Symons vibratory. The plant was powered by a 120 H.P. Buda diesel and a 100 H.P. LeRoi gas engine.

36,432 cubic yards of crushed material for surface and binder course were produced in 1092 hours operation, averaging 33 cubic yards per hour. 11,214 cubic yards of crushed material for oiling and maintenance were produced in 415 hours operation, averaging 27 cubic yards per hour. Much difficulty was experienced in operating this plant, there being continual shutdowns for repairs and adjustments.

Contract 1874

Detail of Cost

Labor:			
Supervision		$4,493.04	
Labor		53,651.59	
State Industrial Accident Insurance 4½%		2,394.10	
Unemployment Compensation 1% 1936, 2% 1937		756.23	
Old Age Benefit 1% 1937		154.65	
		61,449.61	$61,449.61
Materials:			
RC 3 Cutback	273.9 Tons at 20.00	5,478.00	
#3 Road Oil	543.325 Tons at 17.50	9,508.19	
		14,986.19	14,986.19
Miscellaneous:			
Equipment Rental		47,741.88	
Gas, Oil, Grease, Diesel		20,672.64	
Explosives		3,600.00	
Move In and Set Up Camp & Crusher		4,000.00	
Small Tools & Misc. Supplies		12,024.36	
Overhead Expense		1,833.10	
Bond 1% of Revenue		1,618.76	
Home Office 3% of Revenue		4,856.28	
Force Order Expense		3,458.95	
Cook House Supplies		6,768.83	
		106,574.80	106,574.80
Total Cost			$183,010.60

Contract 1874

REMARKS:

This contract was awarded on May 21st, 1936, but owing to illness of the contractor and consequent delay in choosing the quarry site, work was not started until July 7, 1936. By August 5th, the quarry had been shot, the camp and crusher erected and the actual road work started. Specifications called for completion on Nov. 30th, 1936, but low crusher production and an inefficient force caused delays which carried the job over the winter to finish on July 31, 1937.

Pitrun material was loaded by a 3/8 cu. yd. gas shovel into 1½ ton trucks for rock subbase. Two courses of crushed surface rock was then applied using filler to consolidate. As this phase of the work continued into late fall due to low plant production, it became apparent that the job could not be finished before the end of the oiling season and a price agreement was made to apply a binder course of cutback asphalt to protect the surfacing.

Oil was retorted at Shaniko and hauled 12 miles with two light tenders to the job. This operation was done intermittently from Oct. 2nd to Nov. 24th, oil being shot on 21 days of this period. The crushing plant continued to operate, producing maintenance rock to January, when all work was shut down for the winter. On March 6, 1937, production of maintenance and oil rock was resumed and completed May 26th. Fourteen days were required to lay 543.325 tons of #3 road oil and 5,713 cu. yd. of mineral aggregate for the 0-11 oil mat, working one 8-hr. shift per day.

A large force order was executed concurrently with this job. This order for $16,000.00 consisted of building up shoulders, providing drainage ditches and diversion ditches extending existing culverts and installing new culverts along the 11½ mile length of the job.

The loss which the contractor incurred on this job was due to the excessive time required to complete. The bid prices were high enough to have earned a fair profit if the job had been finished within the specified time. By the same reason these prices prevented a greater loss to the contractor.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#1874

RECEIVED
SEP 1937
F

33-1106

September 29, 1937

General Casualty Company of America, and
Maryland Casualty Company,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1874 for the construction of the Criterion-Cow Canyon Section of The Dalles-California Highway in Wasco County, has been completed by the contractors, Joplin & Eldon, and that final settlement will be made by the [illegible] said contractors for work done under said contract on or after October 9, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $161,915.14, including the final payment. Of this amount $16,089.01 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1874

RECEIVED
AUG 27 1937
FOR FILING

33-1106

August 27, 1937

General Casualty Company of America, and
Maryland Casualty Company,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Joplin & Eldon on Contract No. 1874, Criterion-Cow Canyon Section of The Dalles-California Highway in Wasco County. This payment will be made on or after September 7, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1874

RECEIVED
AUG 26 1937
FOR FILING
33-1106

August 26, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of August 16th you are advised that Joplin & Eldon Contract No. 1874 - Criterion-Cow Canyon Section in Wasco County, was completed July 31, 1937.

This contract has not been accepted nor has final payment been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1874

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

August 16, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Joplin & Eldon
Contract #1874

Our last advice from you indicated that this contract would probably be completed about July 31.

If the contract has been finished, will you please give us the completion date and also the acceptance date, if available.

A stamped, addressed envelope is enclosed for your convenience.

Very truly yours,
SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

FJH:RS
Encl.

July 31st done

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 30 1937
FOR FILING

33 1106

August 24th, 1937

Ethel E. Shephard
National Union Assurance Society
910-912 Phelan Building
San Francisco, California

Dear Madam:

Reference is made to your letter of August 12th, regarding an accident on the Dalles-California Highway between Maupin and Cow Creek.

This section of the highway is under contract for reconstruction to Joplin & Eldon, contractors, P. O. Box 5686, Kenton Station, Portland, Oregon. The contractor is responsible for all injuries to persons and damages to property and is covered by bond. We are forwarding your letter to the contractor.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

E. C. Smith
Construction Engineer

NOTED

Dictated by
Chas. E. Low
E

cc to: R. H. Baldock ✓
Joplin & Eldon

Form 338—5M—12-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 21,1937, 193

Section Criterion-Cow Canyon

Kind of work Surfacing

Highway The Dalles-California

Section prefix 33-1106

Contractor Joplin & Elden

Contract number 1824

Date of contract May 22,1936, 193

Date of completion Nov 30,1936, 193

Date work started July 7,1936, 193

Estimated date of completion July 31,1937, 193

Amount of contract $ 136,200.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $162,000.00

Per cent of contract completed, based on total contract price 100.00 %

Engineering cost to date, $ 9,800.00, 6 %

Date project was completed July 31,1937, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed. Final records turned over to Wm. E. Chandler, Division Engineer, on Thursday August 19,1937.

FINAL REPORT

NOTED
RAY WEBBER

AUG 23 1937

Signed Forrest Cooper

Address Madras, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

June 10, 1937

K H Baldock

RECEIVED
JUL 12 1937
FOR FILING
33-1106

The Dalles-California Highway, Cow Canyon-Criterion Section
Oil Mat Surface Treatment

Contract 1874, Prefix 33-1106

Joplin & Eldon, Contractors
Forrest Cooper, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Rock Subbase	$36,074.32	34,356.5 cu. yd.	1.05	1.00	$34,356.50
4" - 2" Crushed Rock in Base	33,620.90	19,777 " "	1.70	1.50	29,665.50
3/4" - 0" Cr. Rock in Base and Shoulders	29,299.79	16,308.5 " "	1.80	1.60	26,093.60
Filler	995.18	2,211.5 cu. yd.	.45	.40	884.60
Haul Filler	1,179.52	7,372 yd. mi.	.16	.15	1,105.80
Sprinkling	2,320.75	435.9 M-Gal.	5.32	4.00	1,743.60
1¼" - 3/4" Cr. Rock in Stp.	497.80	262 cu. yd.	1.90	1.75	458.50
3/4" - ½" " " " "	3,332.98	1,754.2 " "	1.90	1.75	3,066.70
½" - ¼" " " " "	2,610.79	1,374.1 " "	1.90	1.75	2,404.68
RC 3 Cutback in Place	7,806.15	273.9 Ton	28.50	27.74	7,597.99
3/4" - ½" Cr. Rk. in Stp.	1,531.70	578 cu. yd.	2.65	2.55	1,473.90
½" - ¼" " " " "	786.05	296.62 " "	2.65	2.55	756.38
½" - ¼" " " " " at Plant	8.40	6 " "	1.40	1.35	8.10
	$ 120,064.33				$ 109,615.85
Cook House Operation	10,376.65	6,316 man days	1.64	1.00	6,316.00
	$ 130,440.98				$ 115,931.85

Total Cost	$130,440.98
Gross Revenue	115,931.85
Net Loss	$ 14,509.13

Net Loss Equals 12.51% of Gross Revenue

Contract #1874

Detail of Cost

Labor:

Supervision	$4,168.76	
Labor	44,374.96	
State Industrial Accident Insurance 4½%	2,264.47	
Unemployment Compensation	546.97	
Old Age Benefit	61.53	$ 51,416.69

Materials:

RC 3 Cutback Oil	273.9 Ton at $20.00 per T.	5,506.52

Miscellaneous:

Equipment Rental	39,191.50	
Gas, Oil & Grease	14,395.50	
Explosives	8,761.33	
Move In	1,000.00	
Misc. Supplies	5,656.00	
Bond 1% of Revenue	1,096.16	
Liability 1% of Revenue	1,096.16	
Rent of Campsite	1,155.00	
Home Office Expense 4% of Revenue	4,384.64	
Cookhouse Expense	7,005.48	
		83,741.77
		$ 140,664.98
Deduct Cost of 7,200 cu. yd. or rock not included in estimate		10,224.00
		$ 130,440.98

Contract #1874

REMARKS:

This contract was awarded on May 21, 1936, but owing to illness of the contractors and delay in choosing the quarry site, work was not started until July 7th, 1936. By August 5th, the quarry had been shot, the crusher erected and actual road work started. To date all rock surfacing having been done and all crushed material having been produced, the job is 79% complete.

As the work progressed it became apparent that the job could not be completed before the end of the oiling season, and a price agreement was made to apply a binder course of cutback asphalt to protect the surfacing through the winter. Oil was retorted at Shaniko and hauled 12 miles with two light tenders to the job. This work was started Oct. 2nd, and completed Nov. 24th. After this date, some maintenance rock was produced up to January when wet weather caused all operations to be closed down for the winter. On March 6th, 1937 production of maintenance and oil rock was resumed and by May 26th this work had been finished.

The contractor is now preparing to lay the O-11 oil mat.

E.H.Clymer
Cost Analyst

By . . M.G.Smith

RECEIVED
JUL 7 1937
FOR FILING

33-1106

July 3, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of July 1st you are advised that the Joplin & Eldon Contract No. 1874, Criterion-Cow Canyon Section in Wasco County, was approximately 96% complete on June 10th. This contract will probably be completed July 31, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1874

RECEIVED
JUL 2 - 1937
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

July 1, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: Joplin and Eldon
Contract Number 1874

Has this job been completed and has it been accepted by your department, if so, kindly give us the completion and acceptance dates. Providing it has not been finished will you give us an estimate of the percentage of work finished to date?

For your convenience, stamped and addressed envelope is enclosed, and we thank you for your usual cooperation.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:GC

E - 122,620.95 - June 10th

FORM [illegible] 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 1 1937
FOR FILING
33-1106

RECEIVED
1937

June 28, 1937

Joplin and Eldon
P. O. Box 5686 Kenton Station,
Portland, Oregon

NOTED
State Highway Engineer

Gentlemen:

Regarding your Criterion-Cow Canyon contract No. 1874. I would like to advise you that the extra work that you have been doing on this section is now completed and would be very pleased to have the oiling work completed on this section at an early date.

Will you please advise at your very earliest convenience when you contemplate doing this oiling work.

You are asking for an extension of time to July 31, 1937. I hope it will not be necessary for you to ask for another extension of time on this project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec/e
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. Forrest Cooper

#1874

RECEIVED
JUL 9 1937
FOR FILING
33-1161

June 18, 1937

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Joplin & Eldon, requesting an extension of time on their Contract No. 1874, Criterion-Cow Canyon Section in Wasco County, to July 31, 1937.

The original date of completion of this contract was November 30, 1936. On Nov. 18, 1936, the Commission extended the completion date to July 1, 1937, with penalty.

Please advise of your recommendations. For your further information we are enclosing excerpt from the minutes of the Commission meeting of Nov. 18, 1936, when the last extension was acted upon.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 5-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE
W. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JUN 2 1937
FOR FILING
33-1106

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

May 28th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Following instructions in your letter of May 20th I went over yesterday, May 27th, with Mr. Cooper, Resident Engineer, and Mr. Cox, Superintendent for Joplin and Eldon, the matter of repairs to equipment on the force account arrangement on the Criterion Cow Canyon project.

We have a definite, written understanding about all equipment except the 75 Cat and Bulldozer. My understanding with Mr. Eldon was that an hourly rate was to cover all charges except those on the shovel, as mentioned or as definitely set forth in written agreements on individual pieces of equipment. These things were discussed in our conversation with them on November 23, 1936.

However, I went over several bills and satisfactorily disposed of all except some $18.00 on the Cat and Bulldozer. Due to the small amount Mr. Cox was willing to withdraw them without an argument. He understood the State was to stand job breakage, but not wear and tear. Before I can definitely settle breakage claims, on this equipment, I will have to talk with Mr. Eldon which I will do at my first opportunity.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

Form 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 21 1937
FOR FILING
33-116

May 20th, 1937

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

The following are the rental rates offered Joplin & Eldon in Mr. Chandler's letter of December 2nd, 1936, and accepted by them:

Motor Patrol Diesel Power, 10-ft. blade	$1.00	per hr.
Compressor, 160-ft. capacity	0.75	per hr.
Jackhammers	0.50	per day
3/8 Gas Shovel	2.00	per hr.
75 Caterpillar Tractor	3.00	per hr.
Bulldozer	0.50	per hr.
Heavy Pull Type 12-ft. blade	0.50	per hr.
Trucks, driver, gas & oil	2.00	per hr.

Mr. Chandler's original agreement also provided that:

"On all equipment with the exception of shovel, the contractor will stand all breakage and repairs. On the shovel, however, cable, dipper teeth, track rollers, friction relining etc., it is understood that the State will pay for."

The following prices were quoted by Joplin & Eldon on December 24th, 1936, on supplies:

Drill Steel 7/8" Hex Timken Thread:

2'6"	$2.75	each	F.O.B.	Portland
3'	2.90	"	"	"
3'6"	3.15	"	"	"
4'	3.30	"	"	"
5'	3.75	"	"	"
5'6"	3.90	"	"	"
6'6"	4.60	"	"	"

Drill Bits Timken:

1-3/4"	.31	"	"	"
1-7/8"	.32	"	"	"
2"	.32	"	"	"

To: S. H. Probert
Subject: Joplin & Eldon Contract 8/20/37
Criterion-Cow Canyon Section Page 2

Diesel Oil	.08	per gallon	F.O.B.	Job
Gasoline	.18	" "	"	"
Grease:				
D-A Lubricant	.15½	" pound	"	Portland
Malfax	.1974	"	"	"
Shell Transmission	.47½	gallon	"	Job
Shell Atlas Gear "A"	.09	pound	"	"
Shell Press. Gun	.11-3/4	"	"	"
Shell Universal	.17½	"	"	"
Oils (Motor):				
Shell Hi Duty	.53½	per gallon	"	"
Golden Shell	.36½	" "	"	"
Shell Talpa	.41½	" "	"	"
Shell Spelta	.46½	" "	"	"
Sinclair Opaline	.47	" "	"	Portland

Mr. Chandler's letter further states:

"On any equipment that it is necessary to bring in, transportation to be paid both ways by the State. For instance, pull type blade will cost $67.65 each way. 75 Cat and Bulldozer will cost $138.45 each way. Hauling to be done by contractor."

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
W. E. Chandler

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 21 1937
FOR FILING
33-1106

May 20th, 1937

IN REPLY PLEASE
REFER TO FILE No.

Mr. W. C. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Mr. Forrest Cooper's letter of May 8th, is not in accordance with your original agreement with Joplin & Eldon, which I understood was accepted by those contractors. Mr. Cooper states that the agreement with Joplin & Eldon was to the effect that we pay for wear and tear and breakage due to job conditions, and that he sees no reason why these bills should not be allowed.

Your original agreement definitely stated: "On all equipment with the exception of shovel, the contractor will stand all breakage and repairs. On the shovel, however, cable, dipper teeth, track rollers, friction relining etc., it is understood that the State will pay for."

Please straighten this matter out with Mr. Cooper and the contractors' representative so that bills for breakage not covered in the contract can be eliminated from further consideration.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
May 12, 1937

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
MAY 17 1937
FOR FILING

NOTED
Highway Engineer

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

The only objection that we can see to the sub-contract between Joplin and Eldon and Roscoe Genchoff and Titoe Titcoff, is the price per meal, which appears to be rather low. If you consider this price reasonable, you may advise the parties concerned that the sub-contract has been approved.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
M.

CC to
R.H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 12 1937
FOR FILING
33-1106

May 10th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Herewith sub-contract for cook house on Joplin & Eldon's Contract No. 1874, Criterion Cow Canyon section of the Dalles-California Highway. I can see no objection to it.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

cc-Mr. R. H. Baldock ✓

Form 3-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 21 1937
FOR FILING
33-1106

IN REPLY PLEASE
REFER TO FILE NO.

April 19th, 1937

Mr. J. B. Bishop
Maintenance Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Attached please find Price Agreement for the production of 1,000 cubic yards of maintenance material on the Dalles-California Highway to be stockpiled at Mile Post 74.0. I have approved this as a matter of form inasmuch as that it involves work to be done by a State Highway contractor, but, of course, I do not wish my approval to be construed as passing upon the necessity of the material or the price which you wish to pay.

If these items are satisfactory to you, please approve and forward to Mr. Baldock; if not, please advise Mr. Chandler to the contrary effect.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
FEB 11 1937
FOR FILING

33-1106

February 5, 1937

Joplin & Eldon
P. O. Box 5606 (Kenton Station)
Portland, Oregon

Gentlemen:

This is to advise that under the provisions of your contract for the Criterion-Cow Canyon Project (Contract No. 1574), the cost of public liability and property damage insurance in connection with force account work is a cost for which payment is understood to be included in the percentage allowances made to the contractor "for superintendence, use of tools and small equipment, overhead expense, profit, indirect costs and losses of all kinds, and all other items of cost not specifically provided for." We are, therefore, obliged to eliminate from your bills all charges for that class of insurance.

In connection with the above, we refer you to the provisions given on pages 17 and 18 of your contract, under the heading "Payment for Force Account Work," which provisions specify very definitely the items of cost to which payments must be limited.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

W. T. JOPLIN
C. JACKSON ELDON

JOPLIN & ELDON
CONTRACTORS

P. O. BOX 5686 (KENTON STA.)
PORTLAND, OREGON.

January 16, 1937

R. H. Baldock, Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear sir;-

In rendering our pay-roll for the "Extra Work" Contract No. 1874, Order No. 3, we have included an item for "Public Liability and Property Damage" Insurance. This insurance indemnifies against personal injury claims and property damage claims that may be sustained by the traveling public. It is carried on the pay-roll for the reason that it comes much cheaper than in the form of a time policy covering the operation. We are advised that this item is not allowable. If the State can arrange to assume this liability or relive us of the necessity of carrying it for our own protection we will be agreeable to omitting the charge.

The item for the rental value of the air hose and pipe used in connection with the drilling operations is based the current charges for this material and equipment. Messrs. Andrews Equipment Service Co. of Portland (They make a specialty of renting this class of equipment) inform us that the regular rental rates on airhose alone is one (1¢) cent per foot per day or $1.00 for each 100 feet per day, if by the week it is $5.00 per 100 feet per week and by the month it is $15.00 per 100 feet per month. In our item we have bunchd the hose, the fittings and the pipe and called the whole at $15.00 per moth.

Respectfully submitted,

JOPLIN & ELDON

BY C. J. ELDON

Item of Public Liability Not allowed on advice of Salem Office (Opinion of [illegible] letter to Forrest Cooper Jan 12-37 copy to [illegible] FC)

Forrest Cooper.
Res. Eng.

C O P Y

JOPLIN & ELDON
Contractors
P. O. Box 5686 (Kenton Sta.)
Portland, Oregon

December 19, 1936

Wm. E. Chandler, Division Engineer,
Oregon State Highway Commission,
Bend, Oregon.

Dear Sir;-

Reference is made to "Extra Work Order No.3" Contract No. 1874, Criterion-Cow Canyon Section of The Dalles-California Highway.

We will rent to you our Jumbo Ripper for $1.00 per hour, you to pay transportation charged on same from Portland to the job and from the job back to our warehouse at Portland. You will also be required to replace broken control cables, tooth standards, and to provide the digging teeth or re-condition the digging teeth that are now with the ripper if worked to such an extent as to require to be re-conditioned. This proposition applies only to the above referred to contract.

Yours very truly,
JOPLIN & ELDON
By (C. J. Eldon)

H.G.S.
This has never been approved by Salem but think it is about right.
C

CJE/E

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 12 1937
FOR FILING
33-1106

January 8th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J.H.Bishop

Dear Sir:

Resident Engineer, Forrest Cooper, in charge of the Criterion Cow Canyon construction work, Prefix 33-1106, will be required to purchase a considerable volume of bulk gasoline on an extra work order in connection with the above mentioned project located at Criterion, Wasco County.

Please advise from what oil company these purchases are to be made.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. W. Smith

RWS:f

cc-R.H.Baldock ✓

RECEIVED
JAN 11 1937
OFFICE OF
MAINTENANCE ENGINEER

FORM 2-C-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 9 1937
FOR FILING
33-1106

January 6th
1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In connection with Joplin & Eldon's force account work, shouldering and ditching, on the Criterion-Cow Canyon section I wish to hand you, as a memorandum, prices that have been quoted on different small items by Joplin & Eldon. We have not accepted these or approved them but in general they appear to be satisfactory and will undoubtedly be invoiced at these prices.

One typographical error shows up - that is the .43¢ charge per gallon of gasoline from Portland. This, I am sure, is 0.043¢.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FOR FILE

33-1106

December 2nd
1936

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

6

Dear Sir:

I am sending you herewith a copy of my letter to Mr. Eldon.

Referring to the second paragraph in your letter as to why we propose to use so much equipment, would advise that as stated in my letter to you, that all this equipment was on the job and we were getting rentals on it simply so that we would have an agreed price on the rentals in case we find that all the equipment could be used, even for short intervals. It was certainly not contemplated to have this equipment steadily on the work all the time.

At the time we went over this work with Mr. Campbell and Mr. Baldock I stated that the contractor was in full operation and strung out along the road and I did not think at that time, it would be possible to use state forces while the contractor was in operation. It appeared at that time that the contractor would be in operation all winter. Since that time, the contractor materially speeded up his work and finished considerably ahead of the time any one anticipated. As it appears now, there is no particular reason why state forces cannot be used, as the contractor is not working on the road but merely crushing maintenance and oiling materials. There would be no confussion if this work was now handled by state forces. There might, however, be some question as to whether we have available the heavy Caterpillar tractor and bulldozer.

As to the type of ditch will say that we contemplated making the same type of job as far as the ditching is concerned, as was used on the Shaniko section of the Sherman Highway. This was a ditch approximately 3 or 3½ feet below grade and 1 to 3 slope on the roadbed side of the ditch and a 1 to 1 slope on the back. This ditch is to be set out to conform to a 34 ft. section.

R. E. Baldock #2 12-2-36

Of course, this section cannot be completed entirely during the project and will be completed only as far as possible with materials taken out of necessary ditches. It is contemplated to take the worst places first then using the additional money on places of less importance, as the work progresses.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December [illegible], 1936

[illegible]
Bend, Oregon

Dear Sir:

The following are the prices which Mr. Clymer has used in analyzing the cost of various projects:

Motor Patrol Diesel [illegible]	[illegible]	per hr.
Compressor, 160 ft. capacity [illegible]	[illegible]	per [illegible]
Jackhammers	0.50	per day
3/4 [illegible] Shovel	2.00	per hr.
[illegible] Caterpillar Tractor	[illegible]	per hr.
Bulldozer	0.50	per hr.
[illegible]	0.53	per hr.
Trucks, driver, gas & oil	2.00	per hr.

I do not understand how you propose to do this work to require so much equipment. It was my understanding that you were merely going to [illegible] three to one slopes by [illegible] into [illegible] line and push the material as against [illegible] to form three to one slopes. It would seem to me that all of [illegible] with one compressor, one [illegible] caterpillar tractor [illegible] bulldozer. There might be a very limited use for a shovel and trucks, but it would seem to me that both the motor patrol and [illegible] type graders [illegible] for this type of construction.

I will, therefore, authorize the rental of the compressor, tractor, bulldozer and jackhammers at the rental [illegible]. If you cannot [illegible] these rates, I think we had better make arrangements to do the work by State Forces, as they are really more than we are paying for equipment at the Wolf Creek [illegible] which we are renting for the W.P.A.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

[illegible]
Construction Engineer

[illegible]

cc to: R. H. Baldock

5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 4 1936

December 1st, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The following are the prices which Mr. Clymer has used in analyzing the cost of various projects:

Motor Patrol Diesel Power, 10-ft. blade	$1.00 per hr.
Compressor, 160 ft. capacity	0.75 per hr.
Jackhammers	0.50 per day
3/8 Gas Shovel	2.00 per hr.
75 Caterpillar Tractor	3.00 per hr.
Bulldozer	0.50 per hr.
Heavy Pull Type 12-ft. blade	0.50 per hr.
Trucks, driver, gas & oil	2.00 per hr.

I do not understand how you propose to do this work to require so much equipment. It was my understanding that you were merely going to construct a drop section at about three to one slopes by shooting into the rock to secure a uniform ditch line and push the material up against the fill to form three to one slopes. It would seem to me that all of this work could be done with one compressor, one 75 caterpillar tractor and one bulldozer. There might be a very limited use for a shovel and trucks, but it would seem to me that both the motor patrol and pull type graders are entirely unnecessary for this type of construction.

I will, therefore, authorize the rental of the compressor, tractor, bulldozer and jackhammers at the rental called for. If you cannot secure these rates, I think we had better make arrangements to do the work by State Forces, as they are really more than we are paying for equipment on the Wolf Creek Highway which we are renting for the W.P.A.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
NOV 24 1936
OREGON
STATE HIGHWAY COMMISSION

NOV
FOR FILING

33-1106

IN REPLY PLEASE
REFER TO FILE NO.

November 21st
1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

At the time Mr. Baldock and Mr. Campbell made an inspection of the Criterion Cow Canyon contract where the work is being performed by Joplin & Eldon on Contract No. 1874 the ditching order for which an order has already been sent in was tentatively approved. I interviewed the contractor's superintendent, Mr. Hugh Cox, and the following provisions are tentatively agreed to:

1. This agreement to be a part of Contract #1874 and all provisions under this contract shall apply except as may be hereinafter stated.

2. Contractor to furnish equipment suitable for the work at A.G.C. rental rates.

3. No transportation charges to be made to and from the work.

4. Rental to be by the hour; all working time delays for more than one hour caused by the contractor, to be absorbed by him and whenever it becomes necessary to suspend the work, either permanently or temporarily due to inclimate weather, no rental shall be charged.

5. Description of Work: This work shall include such ditching as in the opinion of the engineer is required. The material will be moved sideways and bladed or bulldozed against the existing roadway, and material not disposed of in this manner shall be loaded on the trucks and disposed of as required by the engineer.

I do not have a copy here of the A.G.C. rental rates but I think you have a copy yourself. In general, the equipment that will be used will be gasoline shovel and trucks, compressor, jack hammers and drill, one 75 cat with bulldozer, one ripper, one Mogul 12 ft. blade and such other incidental equipment as is required.

You have a copy of the Force Order that was sent in sometime ago. No work will be undertaken until this office is fully advises and force orders signed, as well as the agreement mentioned herein.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

---

after September 15, 1936.

FORM 5-B-1 1500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

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NOV 13 193
FILING

33-1106

November 7th
1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Referring to your request for recommendation for extention of Joplin & Eldon Contract No. 1874 Criterion Cow Canyon Section.

The extention of this contract will cost the State extra money and also cause extra inconvenience to the traveling public. The contractor has had no logical excuse for such an extension except possible labor trouble which is also largely their own fault. In case the contractor cannot finish before cold winter weather sets in, the State may be further damaged by a surface failure on the part not resurfaced.

During the summer months filler was used to help hold the coarse surfacing in shape under heavy traffic as in the end the greater part was blown away by traffic. As the rock was compacted with the approach of winter rains this filler was eliminated and only the filler in the rock screenings was allowed. This has possibly caused the contractor some added expense as filler was called for in the specifications.

During the late summer when it became apparent the contractor would not complete his contract including the specified oil material, a price agreement was entered into for 0.4 gallons of cutback oil to be applied to completed surface. This has resulted in a material saving to contractor in maintaining surface.

At this time I recommend that engineering be charged to the contractor after December 1, 1936. I was allowing him from September 15th, date of completion, to December 1st, or two and one half months extra time without penalty. Also, that he agree to make no claim for additional compensation for reduction in filler used after September 15, 1936.

Baldock, R. H. #2 11-7, 1936

The job is now going satisfactorily as the contractor is oiling as close as possible to application of surfacing. He has approximately three miles yet to complete out of a total in the job of 11.5 miles.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec:f

#1874
x

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NOV 14 1936
FOR FILING

33-1106

OREGON STATE HIGHWAY COMMISSION

October 23rd, 1936

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Joplin & Eldon have requested an extension of time on the Criterion-Cow Canyon Section until July 1st, 1937, and have secured the consent of their surety, the General Casualty Company of America.

Your recommendation on this extension is requested in order to comply with the departmental procedure.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AE

cc to: R. H. Baldock

A-1 10M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 19, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer
OFFICE

Dear Sir:

I am handing you herewith request of Joplin & Eldon for extension of time on their Criterion-Cow Canyon project. You were instructed by the Commission to secure a recommendation from the Division Engineer in regard to this as well as a recommendation from the Bureau of Public Roads. The consent of the surety, you will note, is affixed at the bottom of the letter.

Very truly yours,

H B Glaisyer
Secretary

HBG:MC

cc - J. McFarland

This is a
State Project

RECEIVED
OCT 2 1936

RECEIVED
APR 26 1937
FOR FILING
33-1106

October 19, 1936

Mr. H. G. Smith,
Construction Engineer
OFFICE

Dear Sir:

I am handing you herewith request of Joplin & Eldon for extension of time on their Criterion-Cow Canyon project. You were instructed by the Commission to secure a recommendation from the Division Engineer in regard to this as well as a recommendation from the Bureau of Public Roads. The consent of the surety, you will note, is affixed at the bottom of the letter.

Very truly yours,

[redacted]

Secretary

cc - J. McFarland

#1874

33-1106

October 10 , 1936

GENERAL CASUALTY COMPANY OF AMERICA
and MARYLAND CASUALTY COMPANY
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Mr. Frank C. Dick, Attorney, The Dalles, giving notice of claim of Hatch & Son against Joplin & Eldon, highway contractors, for the total amount of $75.66, incurred through their employes, in connection with the performance of State Highway Contract No. 1874 for the construction of an oil mat surface treatment on the Criterion-Cow Canyon Section of The Dalles-California Highway, in Wasco County.

Copy of his notice of claim is enclosed herewith.

Very truly yours,

Secretary

MBL

Encl.

cc - Joplin & Eldon
Box 5686 Kenton Station
Portland

October 10, 1936

Mr. Frank G. Dick
Attorney at Law
The Dalles, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 30 giving notice of claim of Hatch & Son against Joplin & Eldon, highway contractor, for the total amount of $75.66, incurred through their employes in connection with the performance of State Highway Contract No. 1874 for the construction of an oil mat surface treatment on the Criterion-Cow Canyon Section of TheDalles-California Highway, in Wasco County.

Notice of this claim is being sent to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

#1874

FRANK G. DICK
ATTORNEY-AT-LAW
THE DALLES, OREGON

Sept. 30th, 1936

State Highway Commission
Salem, Oregon

Gentlemen:

I hand you herewith a copy of a letter that I have written to contractors, Joplin & Eldon, which shows that the sub-contractor, Eatch & Son have, through their employees, incurred indebtedness with John Williams of Maupin, Oregon, and though small, it is a claim against that contract there, and this matter ought to have attention before the settlement is made on that job. I do not know whether it is necessary to do more than to notify you at this time, as I do not know what stage of completion the work is in now. If you can ask Joplin & Eldon to give this matter attention, I think that that will be enough, as they will see that the bills are paid.

Most respectfully yours,

Frank G Dick

FGD:FC

OCT 1 1936

FRANK G. DICK
ATTORNEY-AT-LAW
THE DALLES, OREGON
Sept. 29th, 1936

Joplin & Eldon
Road Contractors
Maupin, Oregon

Gentlemen:

Your attention is called to the bills of Gill S. Bennett, in the amount of $42.31, incurred between July 21st and August 28th and owing to John Williams of Maupin, Oregon.

Your attention is further called, to the bill of Guy Delaney, in the amount of $31.35, owing to John Williams of Maupin, Oregon, incurred between July 31st to August 28th. These men incurred these bills while working for Hatch & Son, sub-contracters under you. Mr. J. Hatch and his Father both ordered this merchandise and credits given to these men, who were working on contract. They were working for the sub-contractor. These bills have not been paid and you are requested to hold the money from the account of Hatch & Son and pay it to this office. The Highway Department at Salem is being promptly notified and money requested to be held there. May I receive a letter from you by return mail.

Most respectfully yours,

FGD:FC
cc/ State Highway Commission

FORM 8-8-1 1500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

X

33-1106

RECEIVED
SEP 23 1936
OREGON
IN REPLY PLEASE REFER TO FILE
STATE HIGHWAY COMMISSION

September 22nd
1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Herewith price agreement for the RC-3 that we agreed on on your last trip, to be placed on the Criterion-Cow Section of The Dalles-California Highway, being Contract #1874.

The price is quoted to the contractor for RC-3 f.o.b Maupin by Shell Oil Company as $20.20 per ton as compared to $17.80 for No. 3 Road Oil. This is an increase of $2.40 per ton, however, the contractor is willing to allow a credit of .66 per ton, which is the amount he estimates the retorting will cost him, hence the price he agrees to now is $27.74 per ton on the road. We are starting the oiling at once as the road is very hard to maintain in its present condition.

It might be well to have Gillette check up on the price of this RC-3 at Maupin before this agreement is finally signed.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

wec:f

Encl.

FORM 9-C-1 22779 2M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

33-1106

July 29, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

The contractor on the Criterion-Cow Canyon project will start work Monday Morning August 3 and Resident Engineer Cooper has need of additional men. Kindly have four material inspectors, one street inspector and one stake artist report to Resident Engineer Cooper at Madras on Sunday, August 2.

The street inspector should be some one experienced on oil or bituminous macadam work and the stake artist should be an able bodied young chap who has had some experience at manual labor as he needs to drive 2 x 2 grade stakes on the hard macadam road where it is necessary to stake them with a frost pin.

It is rather imperative that these men report August 2 and if you are unable to fill the order we should be advised a day or two in advance.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

WOW/e
cc Forrest Cooper

33-7106

June 18, 1936

Joplin & Eldon
P. O. Box 5686
Kenton Station
Portland, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 1874, awarded you on May 22, 1936 for 11.5 miles oil mat surface treatment on the Criterion-Cow Canyon Section of The Dalles-California Highway in Wasco County.

This copy is being sent you for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP

FORM S-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

33-1106

June 18th, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Herewith, please find two copies of level line from Maupin to Willowdale, to use in connection with the resurfacing work on the Criterion-Cow Canyon Section of the Dalles-California Highway.

If it is necessary to set grades or run levels on this section, a portion of the above level line will be useful and can also be checked. The elevations have been computed from various levels, and there are various breaks. One is between marks 8 and 9 and another between marks 11 and 12. It would be well to check these two points in addition to whatever checking is done in connection with the surfacing work.

Also, since the interval between adjacent bench marks is generally greater than one mile, intermediate benches may be installed along the section. If any new marks are set, adequate descriptions should be made and sent to this office in duplicate, together with duplicate copies of the level notes.

The elevations given up to Bench Mark 11 (OSHD) do not fit those given from B.M. #12 on. Also, the latter are provisional as they do not fit the new USC & GS levels to Shearer's Bridge. Note that 58 has two elevations, the new and correct elevation being 0.645 foot lower than the previous figures.

Any information on the status of this line, or checks made in conducting the resurfacing work will be appreciated.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

Dictated by
H. W. Libby/R

cc to: R. H. Baldock ✓
L. A. McArthur
H. W. Libby

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

33-1106

June 15, 1936

Mr. S. F. Walters
Resident Engineer
Madras, Oregon

Dear Sir:

The contractor has started work on the Criterion job and it is requested that you look after the details as to labor, reports etc, until such time as the engineer who is to handle this job can be released from other work.

Suggest you go down at once.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
cc H. G. Smith ✓

FORM 9-C-1 23778, 5M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

33-1106

May 11, 1936

RECEIVED
MAY 12 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I note that there has been added to the Criterion job a bid item of 1000 M. gallons of sprinkling.

The nearest water to this job is Trout Creek which is at about M. P. 75 or at Maupin M. P. 46.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

NOTED
State Highway Engineer

kdl/e

FORM 5-G-1 85779 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

33-11

Const
Projects
Primary

May 5, 1936

RECEIVED
MAY 6 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

I am sending herewith the special provisions and estimates covering the reconstruction of the Criterion School-Cow Canyon section of The Dalles-California Highway.

Due to the addition of the extra rock you suggest be placed on the rock topping I was forced to deduct one-half mile from the job in order to come within the amount set up for the job.

I have added maintenance materials as Mr. Baldock wants us to reoil this section at once and to do so will take about all the oil we have.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e

33-1106

OREGON STATE HIGHWAY COMMISSION
SALEM

May 25, 1936

Joplin & Eldon
P. O. Box 5686
Kenton Station
Portland, Oregon

Gentlemen:

The State Highway Commission awarded you on Friday, May 22, 1936, the contract covering the 11.5 miles surfacing and oil mat surface treatment, also furnishing crushed rock in stock pile, on the Criterion-Cow Canyon Section of The Dalles-California Highway in Wasco County, based on your bid of $136,280.00.

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

LF
cc S. H. Probert
K. D. Lytle

FORM 2-A-1 10M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Primary
33-1106

April 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock

OFFICE

NOTED
State Highway Engineer

Dear Sir:

The State Highway Commission at its meeting on April 17th approved the construction of a 4 inch macadam and 0.11 oil surface on the Criterion-Summit Section of The Dalles-California Highway, in accordance with your recommendation.

The estimated cost of this improvement is $130,854. The work is to be contracted in May of this year if possible. Chairman Cabell mentioned that the Commission should bear in mind this allocation when allocating additional emergency funds in the future, so that proportionate amounts can be distributed to other districts.

Very truly yours,

Secretary

HBG:dp
cc H. G. Smith

FORM S-A-1 5M 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Primary

April 13th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

33-1106

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Will you please give space in the agenda to a discussion of the methods of repairing the Criterion Summit Section of The Dalles-California Highway.

The attached recommendations of Mr. Lytle are being handed to you.

Mr. Baldock recommends Class "E" at an estimated cost of $130,854.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

CONTRACT# [redacted] 1875

WPS 291 Three Mile Cr.-Eight Mile Cr. 1936

1875

FORM 2-A-1 10M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 20 1938
291

The Dalles,Oregon.
Janauary 18,1938.

RECEIVED
JAN 19 1938
OREGON
STATE HIGHWAY COMMISSION

Mr.R.H.Baldock
State Highway Engineer
Salem,Oregon.

Attention Mr.Probert

Dear Sir;

I have secured the additional data to completed Form Emp.32, covering materials used on the Three Mile-Eight Mile Section,Contract No.1875 and returning to you herewith.

cc to Mr.Chandler.

Very truly yours.

J E Becke

Iron

RECEIVED
MAR 18

291

January 10, 1938

Mr. J. E. Peck
Resident Highway Engineer
The Dalles, Oregon

Dear Sir:

We have no record of having received Form Emp. 32, a statement of labor furnished and materials used on the Three Mile-Eight Mile Section, Contract No. 1875.

We are enclosing herewith five copies of the form with the request that you obtain from the contractor, the Hart Construction Company, supplementary information relative to materials used necessary to complete the form and return all copies to this office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

A. M. Probert
Office Engineer

Dict. by M. H. Milner/GS

Encl.

cc Mr. W. E. Chandler

291-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 291-A, Three Mile Creek-Eight Mile Creek Section, The Dalles-Dufur County Road, Wasco County, was made by a representative of this office on November 7, 1936.

Detail plans as requested in our letter of March 31, 1936, supplementing the abbreviated plans recommended, should be forwarded prior to or with the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Form 338—5M—5-36

OREGON STATE HIGHWAY COMMISSION

RECEIVED NOV 9 1936

Form 338—5M—5-36

FOR OREGON STATE HIGHWAY COMMISSION ONLY

291

FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending [illegible], 193[illegible]

Section [illegible]

Kind of work [illegible]

Highway [illegible]

Section prefix [illegible]

Contractor [illegible]

Contract number ....

Date of contract [illegible], 193[illegible]

Date of completion ...., 193......

Date work started [illegible], 193[illegible]

Estimated date of completion ...., 193......

Amount of contract $[illegible]

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $[illegible]

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $[illegible], [illegible]%

Date project was completed [illegible], 193[illegible]

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

NOTED
H. W. LIBBY

RECEIVED
NOV 16 1936

Signed ....

Address ....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form 338—5M—5-36

RECEIVED NOV 9 1936

ON STATE HIGHWAY COMMISSION

291

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	, 193
Section	[illegible]	**Kind of work**	[illegible]
Highway	[illegible]	**Section prefix**	[illegible]
Contractor	[illegible]	**Contract number**	[illegible]
Date of contract	[illegible] 22, 1936	**Date of completion**	, 193
Date work started	[illegible], 1936	**Estimated date of completion**	, 193
Amount of contract	$ [illegible]	**Per cent of time elapsed**	%

Estimated cost of completed project, exclusive of engineering $ [illegible]

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $, %

Date project was completed [illegible], 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.: [illegible]

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MA..TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

291

RECEIVED
OCT 27 1936
FOR FILING

October 26, 1936

Mr. G. B. Eckles, Manager
United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Dear Sir:

Replying to your inquiry of the 23rd instant concerning the Hart Construction Company of LaGrande wish to say that investigation reveals that the State Highway Commission owed this Company, as of September 19, the sum of $10,843.97 in connection with its contract #1875 which is for construction of the Threemile Creek-Eightmile Creek Section of The Dalles-Dufur Road in Wasco County. This amount represents estimate No. 2 in connection with this job and covers work performed during the month ending September 15, 1936. This particular payment was mailed to the contractor on October 7, 1936.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:[illegible]

Oct, 26, 1936

H. B. G.

The figure quoted in this letter is correct. It covers payment of Est. #2, for work performed to Sept, 10th on Cont. #1875 - Threemile Creek-Eightmile Creek Section in Wasco County. Warrant covering this payment was mailed on Oct, 7th.

J. McFarland.

Dear Mr. Glaisyer:

This is a matter I dislike to bother you with, but for the first time I have gotten a very complete financial statement from the Hart Construction Company of La Grande, and in order to firmly establish their credit with the company, I am particularly anxious to make a very complete verification. In the statement, they show that the Oregon State Highway Commission owes them, or did owe them on September 19th, $10,843.97 in connection with contract No. 1875.

I would appreciate it very much, Mr. Glaisyer, if you would kindly let me know if that amount is substantially correct.

Yours very truly,

Manager.

GBE:W

REFERRED TO
BY SECRETARY

please get me
the facts so I
can reply [illegible]

ANSWERED
H. B. G.

Portland 104 2m 9-1-36

#1875
Wasco Co

F[illegible]700

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

RECEIVED
OCT 26 1936

October 23, 1936.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Re: John F. Hart d/b/a Hart Construction Co.
La Grande, Oregon.

Dear Mr. Glaisyer:

This is a matter I dislike to bother you with, but for the first time I have gotten a very complete financial statement from the Hart Construction Company of La Grande, and in order to firmly establish their credit with the company, I am particularly anxious to make a very complete verification. In the statement, they show that the Oregon State Highway Commission owes them, or did owe them on September 19th, $10,843.97 in connection with contract No. 1875.

I would appreciate it very much, Mr. Glaisyer, if you would kindly let me know if that amount is substantially correct.

Yours very truly,

G B Eckles

Manager.

GBE:W

REFERRED TO
WHS
BY SECRETARY

please get me
the facts so I
can reply WHS

ANSWERED
H. B. G:

Portland 104 2m 9-1-36

#1875

291

October 7, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1875 for the construction of the Threemile Creek-Eightmile Creek Section of The Dalles-Dufur Road in Wasco County has been completed by the contractors, Hart Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 17, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,332.93, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1875

291

September 28, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Hart Construction Company on Contract No. 1875 for the construction of the Threemile Creek-Eight Mile Creek Section of The Dalles-Dufur Road in Wasco County. This payment will be made on or after October 8th, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 291

POST OFFICE BUILDING
PORTLAND, OREGON

September 17, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

ER-Apr-4205

Form P. R. 2

State Oregon

U.S. WorksProgram Highway Project No. WPSO 291

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—6518

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of July, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 18th day of February, 1936, a project statement, which was approved by the Secretary on the 28th day of February, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the United States District Engineer on the 29th day of March, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixteen thousand, eight hundred seventy-seven and 85/100 dollars ($16,877.85) as the share of the United States payable under said act on account of [illegible] said project, which is [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the NE½ of Sec. 12, T. 1 N., R. 13 E., and survey station 316+80 in the W½ of Sec. 32, T. 1 N., R. 14 E., W.M. (excepting therefrom the bridge over Eight Mile Creek, survey stations 306+10 to 306+28)

, length 5.994 miles, in Wasco County, being ~~Section~~ Ore. U.S. Works Program Highway project No. WPSO 291, consisting of 5.994 miles of roadway and no bridges, of more than 20 feet clear span, ~~in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of sixteen thousand, eight hundred seventy-seven and 85/100 dollars ($16,877.85), certified to the Secretary of the Treasury as above mentioned, which [redacted]

[redacted] is [redacted] the approved total estimated cost of [redacted] said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

STRICKEN OUT

Article VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by~~ said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the County of Wasco pursuant to its agreement of May 22, 1936, with the State Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3rd day of September, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L Tou Velle
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

____
[illegible]

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—5518

SECRETARY OF AGRICULTURE

By ____________________
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPSO 291, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 16,877.85 as the total estimated cost of said project, and the sum of $ 16,877.85 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 3rd day of September one thousand nine hundred and thirty-six.

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

Form 339—5M—5-36

291

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 12, 193 6

Section Three Mile-Eight Mile

Kind of work Cr. Rock Surfacing

Highway The Dalles-Dufur Road

Section prefix 233-1002

Contractor [illegible]

Contract number 1875

Date of contract May 22, 193 6

Date of completion Aug 31, 193 6

Date work started June 18, 193 6

Estimated date of completion Sept 12, 193 6

Amount of contract $15343.50

Per cent of time elapsed 106%

Estimated cost of completed project, exclusive of engineering $15343.50

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $500.00, 3 %

Date project was completed Sept 12, 193 6

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job completed today
Saturday Sept 12th.
Finished rolling road
on Friday Sept 11th.

NOTED
H. G. SMITH

Signed

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6			
Miles partially completed		5.0			
Miles completed		6.0			
Total estimated quantities		7700			
Estimated quantities moved or placed to date		[illegible]			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		2			
Hours per shift		[illegible]			
Average force on project for week		15			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Wasco COUNTY	Sherman COUNTY	Umatilla COUNTY	COUNTY	OTHER SOURCES		
Men	13	1	1				
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors 1, Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

291

September 11th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

May we have your concurrence in the extension of time from August 31st to September 15th, 1936, Hart Construction Co. on their Contract No. 1875, Three Mile Creek-Eight Mile Creek Section, F.A.P. No. WPGO-291.

The contractors were delayed in starting crushing operations due to inefficient labor in setting up the plant. Their plant was operated two shifts a day, utilizing all the daylight hours. It was impractical to operate at night because of dust conditions created by wheat hauling.

There has been no interference to traffic, nor increased engineering costs, and it is recommended that the extension be granted without penalty.

Very truly yours,

State Highway Engineer

R

#1875

291

August 27, 1936

Hart Construction Company,
The Dalles, Oregon.

Attention: John F. Hart.

Gentlemen:

Receipt is acknowledged of your letter of August 25th requesting an extension of time on your Contract No. 1875 - Three Mile Creek-Eight Mile Creek Section in Wasco County.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure such consent of surety and forward it to this office.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

cc to W. E. Chandler.
Mr. Chandler:

Copy of their is attached hereto. Please advise of your recommendations.

H. B. Glaisyer

FORM 401 P. 2-36 5M

291

#1875

X

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

July 31, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: HART CONSTRUCTION COMPANY
La Grande, Oregon
State Hiway Contract #1875

We will appreciate your kindly verifying the information on the attached questionnaire in connection with State of Oregon Highway Contract #1875 near The Dalles, Oregon.

We thank you for your courtesy in this request.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. "Oregon WPSO 291

POST OFFICE BUILDING
PORTLAND, OREGON

July 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By W J Scofield
W. J. Scoofield
Highway Engineer

Encls.

Ton

RECEIVED
DEC 21 1938
FOR FILING

WPXO 291

July 9, 1938

Honorable Rufus C. Holman,
State Treasurer,
Salem, Oregon.

Treas. Rec #167891

Dear Sir:

Attached I am handing you Wasco County Road Fund Warrant No. 925 for the amount of $232.44. This represents the County's payment in connection with the surfacing of the Three Mile Creek-Eight Mile Creek section of The Dalles-Dufur County Road, and the surfacing and oiling of three county road sections near the South limits of The Dalles. Please credit this amount to the State Highway Fund as County Cooperation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. V. Hollenberg
Bookkeeper

RVH:MM
Enc.

#1875

291

July 10, 1936

Associated Oil Company,
Pittock Block,
Portland, Oregon.

Attention: J. H. Dalton.

Gentlemen:

In response to your inquiry of July 9th you are advised that the Hart Construction Company Contract No. 1875 is known as the Threemile Creek Eightmile Creek Section of The Dalles-Dufur Road in Wasco County. This contract consists of 6.0 miles of crushed rock surfacing. The completion date of the contract is Aug, 31, 1936. The bond in connection with the contract was written by the United States Fidelity & Guaranty Company for whom Mr. G. B. Eckles, who, has offices in the Bedell Bldg., Portland, is resident agent. The amount of the bond is $15,343.50.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

ASSOCIATED OIL COMPANY

866-78 PITTOCK BLOCK

PORTLAND, OREGON

July 9, 1936

RECEIVED
JUL 10 1936
OREGON
[illegible] COMMISSION

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Attention - Mr. J. McFarland

Re: Hart Construction Co.
Contract #1875

Dear Sir:

We contemplate serving the above company from our Dalles agency on subject job.

Our representative advises us that the contract number of this job is 1875 and that the amount of said contract is for $15,343.50; bond in this amount having been furnished by the U.S. Fidelity & Guaranty Company.

The date of completion is given as August 31, 1936.

May we have your confirmation of the above.

Very truly yours,

ASSOCIATED OIL COMPANY

J.H. Dalton

J.H. Dalton
Oregon Division Credit Manager

HLA:LH

July 9, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 2, 1936, please be advised that the stationing of the excepted bridge on the Threemile -Eightmile Section, Project No. WPSO 291-A is 306+10 and 306+38.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with the preparation of the project agreement for Oregon U.S.Works Program project WPSO 291-A, estimate for which you mailed us June 30, we need to know the stationing of the excepted bridge, although detailed plans and profile are not necessary until the payment of the final voucher, as stated in our letter of March 31, 1936, authorizing advertising. We are holding the estimate in this office for this information.

We noted a typographical error on the estimate, the roadway length being given as 5.944 miles instead of 5.994.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Thre Mile - Lgth [illegible]
306+10
306+38 } [illegible]
M.P. 58

291

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Threemile Creek-Eightmile Creek Section, Project No. WPSS 291.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 291

THREE MILE CREEK-EIGHT MILE CREEK SECTION OF THE DALLES-DUFUR ROAD IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1936

3,850	cu. yds.	1½" - 3/4" Materials in Surfacing	$1.90	$ 7,315.00
3,850	cu. yds.	3/4" - 0" Materials in Surfacing	2.00	7,700.00
550	cu. yds.	Truck Hauled Filler	0.35	192.50
800	yd. mi.	Hauling Truck Hauled Filler	0.17	136.00
			Subtotal	$15,343.50
			10% Engr. & Cont.	1,534.35
			Total	$16,877.85

Length of Roadway	5.994 miles
Length of 1 Bridge	0.006 mile
Total Length	6.000 miles
Cost per Mile, Roadwork	$2,815.79

WPSO Funds Requested- $16,877.85

Estimated Labor Required	7,400 man-hours
Cost of Labor	$4,100
Cost of Materials	- -

Funds for Maintenance: See agreement signed by county April 9, 1936 and by Highway Commission May 22, 1936

291

June 18, 1936

Hart Construction Co.
Box 824
La Grande, Oregon

Gentlemen:

We are returning you today, by express, a fully executed copy of Contract No. 1875, awarded you on May 22, 1936 for 6.0 miles crushed rock surfacing on the Threemile Creek-Eightmile Creek Section of The Dalles-Dufur Road in Wasco County.

This copy is being sent you for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DF

291

May 25, 1936

Hart Construction Co.
La Grande, Oregon

Gentlemen:

The State Highway Commission awarded to you on Friday, May 22, 1936, the contract covering the 6.0 miles crushed rock surfacing of the Threemile Creek-Eightmile Creek Section of The [redacted] County Road in Wasco County, based on your bid of $15,343.50.

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

[redacted]
CC S. H. Probert
K. D. Lytle

291

X

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 29 1936
FOR FILING

May 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S. Works Program Highway project WPSO 291, Three Mile Creek-Eight Mile Creek section of The Dalles-Dufur Road, to the Hart Construction Co., La Grande, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Jm

291.

March 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Three Mile Creek-Eight Mile Creek Section, Project No. WPSO 291.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bush/MB

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 291

THREE MILE CREEK-EIGHT MILE CREEK SECTION
OF THE DALLES-DUFUR ROAD IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 17, 1936

3,850	cu. yds.	1½" - ¾" Materials in Surfacing	$ 1.90	$ 7,315.00
3,850	cu. yds.	¾" - 0" Materials in Surfacing	1.90	7,315.00
550	cu. yds.	Truck Hauled Filler	0.35	192.50
800	yd. mi.	Hauling Truck Hauled Filler	0.15	120.00
			Subtotal	$ 14,942.50
			10% Engr. & Cont.	1,494.25
			Total	$ 16,436.75

Length of Roadway	5.994	miles
" " 1 Bridge	.006	"
Total Length	6.000	"
Cost per mile, roadwork	$ 2,742.20	

WPSO Funds Requested- $ 16,436.75

Estimated Labor Required	7,400 man-hours
Cost of Labor	$ 4,100
Cost of Materials	- -

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

APR 2 1936

March 31, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Works Program Highway Project WPSO 291, The Three Mile Creek-Eight Mile Creek Section of The Dalles-Dufur Road, have been examined and recommended for approval, subject to final review and approval by the Chief Engineer. You are authorized to advertise for bids as of this date.

County agreement relative to maintenance should be submitted with the project agreement estimate.

Detailed plans and profile should be forwarded before payment of final voucher.

It is noted that the project number was omitted from the plans; the number, WPSO 291, has been inserted here.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 291

POST OFFICE BUILDING
PORTLAND, OREGON

March 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on February 28, 1936, approved the project statement for Oregon U. S. Works Program Highway Project No. WPS 291, involving the improvement of six miles of the Three Mile Creek-Eight Mile Creek section of The Dalles-Dufur Road in Wasco County.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Jon

291

February 19, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Three Mile Creek-Eightmile Creek Section, to which has been assigned Project No. WPS 291.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

STATE **Oregon**

PROJECT NO. **WPS 231**
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) **February 18, 1936**

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of **Oregon**, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its **State Highway Commission**, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road **Three Mile Cr.-Eight Mile Cr. Section, The Dalles-Dufur Road**

2. Between ~~control points of official description:~~ **A point in N.E. ¼ Sec. 12, T. 1 N., R. 13 E.** and **a connection with Fed. Route No. 4 in S.E. ¼ Sec. 31, T. 1 N., R. 14 E.**

3. Between intermediate control points if used: .... and ....

County of **Wasco**

4. Length in miles (gross) **6.0** (net) **6.0**

5. Preliminary estimate of cost: Total, $ **15,000**; section of road to be first improved, $ **15,000**, of which $.......... is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ....
(Amount.)

....
(Source; refer to statute.)

(b) County ....
(Amount.) (Source; refer to statute.)

....

8—3072

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 173, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

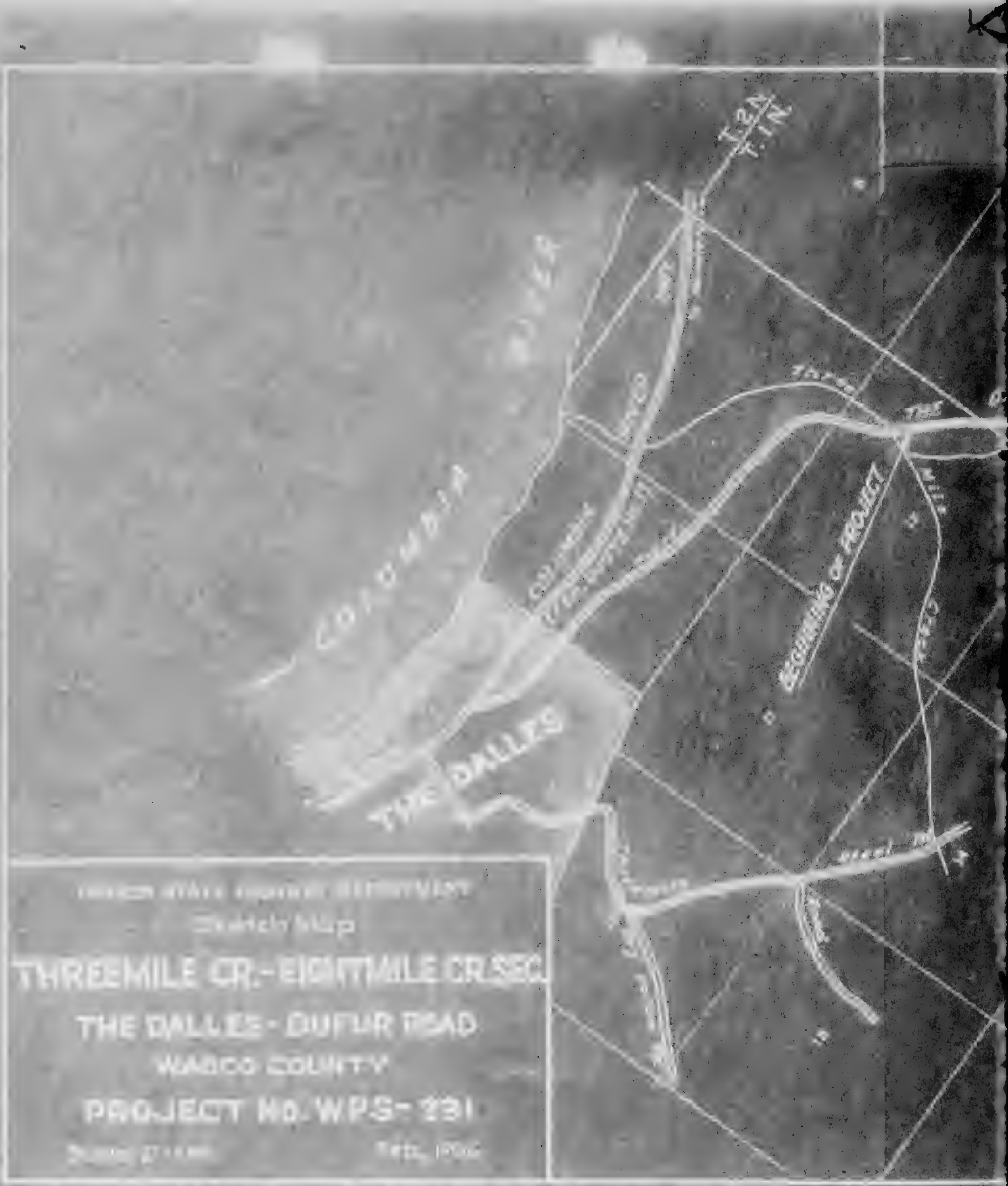
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—8073



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

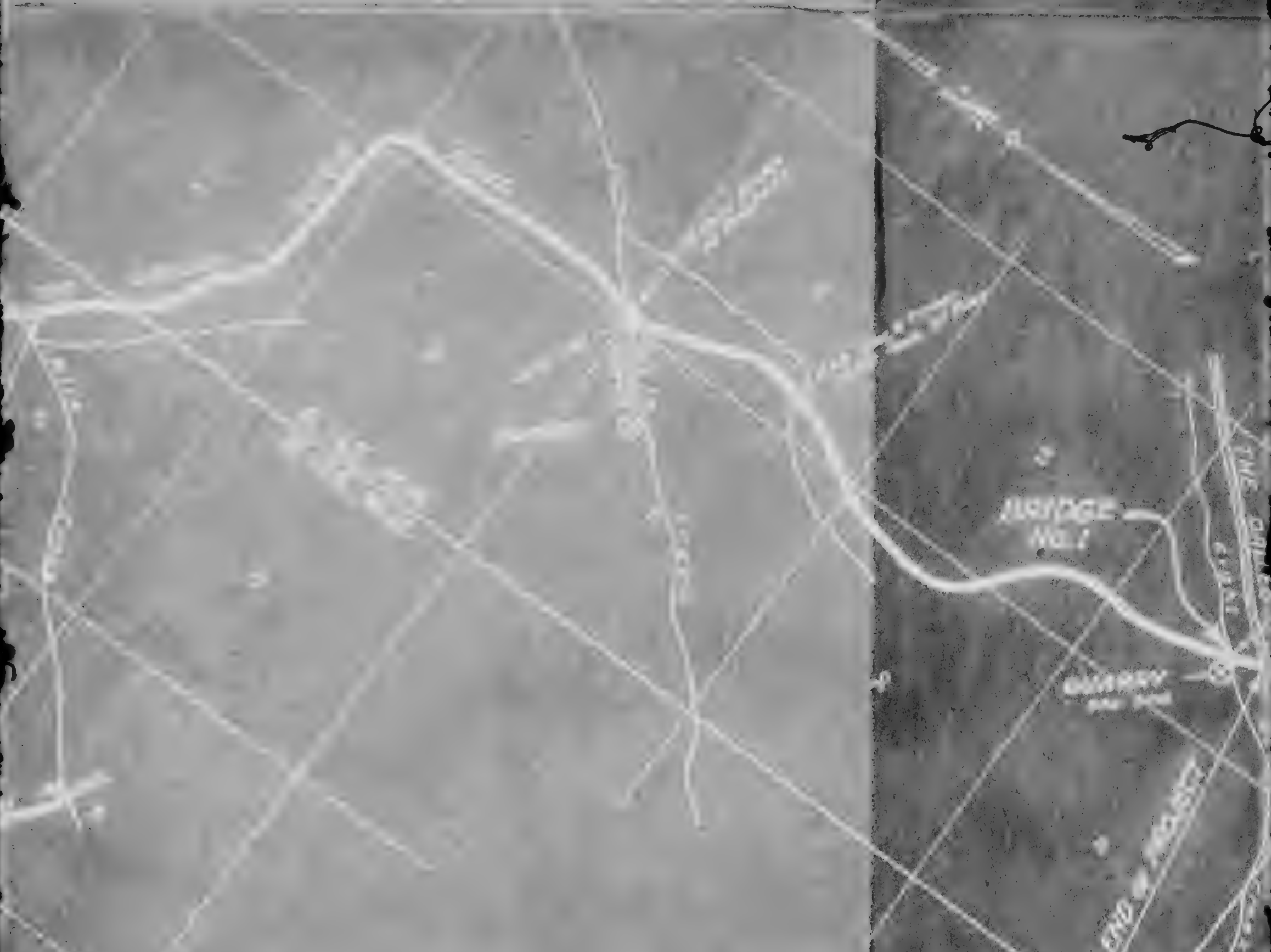
THREEMILE CR.-EIGHTMILE CR.SEC.

THE DALLES - DUFUR ROAD

WASCO COUNTY

PROJECT NO. W.P.S.- 231

[illegible] Feb., 1936


BRIDGE No.1
QUARRY
END OF PROJECT

BRIDGE
No. 1
CONWAY
END OF PAVING

CONTRACT# [redacted] 1876

135-1003 Chichester Gulch-Summit Section
Unit #1 Shaniko-Fossil Secondary 1936
1876

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 11 1937
FOR FILING
135-1003

January 9, 1937

Mr. W. C. Williams
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Receipt is acknowledged of your letter of January sixth relative to the C. E. Burgess property on the Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County.

On March 3, 1936, Mr. Bentley secured an option for a consideration of $1.00, which option contains the following language:

> "Fences to be moved or rebuilt to new right of way line, said fence to be of juniper posts, 20 ft apart, well set, and have four strands of standard size barb wire. The fence on the West side to be built on the line of the highway, before the grading is commenced, in order to keep the stock from escaping from the pasture while the work is in progress."

It would appear from this that it is the obligation of the State to either move the fence or pay for the same. As far as the right of way department is concerned it would be satisfactory for Wheeler County to do the work and then bill us for it, if such a course is approved from an engineering standpoint.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAI[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 9 1937
FOR FILING
135-19

RECEIVED
JAN 8 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE No.

January 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. J. M. Devers, Attorney

Dear Sir:

With further reference to matter of fence construction on the C. E. Burgess property, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County:

I note the letter addressed to you by Mr. Burgess that he states that he is informed by Mr. Carter that Carter had made a survey and stated the fence could be constructed on the north side of the survey without interference with the existing road. Mr. Carter did not make this survey, as it was made some two years ago, but he is correct in saying that the fence could be built on the north side of the right of way. To build the fence on the south side of the right of way would block the existing road. However, on an inspection trip to Fossil last week, I learned that Mr. Burgess is in no hurry for the construction on the south side, but is desirous of having the fence on the north side constructed as soon as possible.

Also, I attempted to learn just who was to build this fence, that is, Wheeler County or the State, and find that Wheeler County will build the fence, but will in all probability request credit on their debt to the State for such building. They have already purchased the posts necessary for such construction.

I recommend that the fence on the north side of this right of way be constructed immediately, but will await your advice as to who shall build the fence. I understand an effort is being made to collect from Wheeler County for their debt to

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers, Attorney
Subject: Fence construction, C. E. Burgess property, Chichester Gulch-Summit Sec., Shaniko-Fossil Secondary, Wheeler County.

1-7-36
Page 2

the State and this might be a good way to clear up some $150 or so of the total.

At all events, I believe you should notify Mr. Burgess that immediate arrangements will be made for construction of the fence on the north side of the right of way.and that the fence will be constructed on the south side just as soon as the same can possibly be done without interference to traffic on the existing road.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
H. G. Smith

Form 2-2-1 1000 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 6 1937
FOR FILING
135-1003

January 4, 1937

Mr. W. C. Williams
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to your letter of December 19th relative to fencing on the C. E. Burgess property on the Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County.

In accordance with that letter we wrote to Mr. Burgess under date of December 24th, a carbon copy of which communication was sent to you, and we now are in receipt of a reply from him, a copy of which is attached. In view of the statement of Mr. Burgess relative to the position taken by C. E. Carter, will you please advise as to your present conclusions?

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith

C
o
p
y

Fossil, Oregon
December 26, 1936

Mr. J. M. Devers
Oregon State Highway Commission
Salem, Oregon

File No. 2895

Dear Sir:

In regards to the construction of the fence that you mention in your letter of December 24th I wish to say that I have had a talk with Mr. Carter, one of your engineers, and he tells me that he has made the survey of the said road and in building the fence on the North side of the survey it would not interfere with the construction of the road. He also said that he thought now would be the proper time to build.

As we use the pasture for cattle during the spring and summer we do not wish to have them out in the road and if the fence isn't built we would have to keep a man there to keep them in the pasture and we feel that we should not be put to that expense and I doubt very much that the state would want to furnish the help when it would be a day and night job.

We see no reason why the fence should not be moved or built before the grading is started as Mr. Carter says it does not touch the old right of way. We do not wish or intend to inconvenience the progress of building the road and if Mr. Carter is right in regard to the location we do not think that we should be put to the extra expense of keeping our stock out of the road.

Yours truly,

(Sgd.) C. E. Burgess

#1876

RECEIVED
JAN 4 1937
FOR FILING
135-1603

January 2, 193[illegible]

Hansen & Rowland, Inc.
Washington Building,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

In response to your inquiry of December 30th you are advised that the warrant covering final payment was mailed to Edward F. Webber in connection with Contract No. 1876, Unit 1, Chichester Gulch-Summit Section in Wheeler County, on December 5th.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1876

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. G. ROWLAND, SECY.

RECEIVED
DEC 31 1936
OREGON
STATE HIGHWAY COMMISSION

December 30, 1936

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 46048 - EDWARD F. WEBBER to STATE OF OREGON - Chichester Gulch-Summit, Shaniko-Fossil Sec. Hwy. Unit 1, Wheeler County, Oregon Your Contract #1876.

Gentlemen:

With reference to our letter to you of December 10th, we would appreciate your advising us whether or not final payment has been made to Mr. Webber on the above captioned contract.

Thanking you in advance for this information, we are

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents

By F Turnard
Surety Bond Department

MF

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RECEIVED
JAN 2 1937
FOR FILING
135-1003

#1876

December 31, 1936

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: Mr. F. Tunnard

Gentlemen:

Reference is made to your letter of December 10 in regard to Contract No. 1876, Edward F. Webber, Bond No. 46048.

Final payment in the sum of $359.67 was made on December 5, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Dict. by W. C. Crews/ce

RECEIVED

Contract # 1876

Final Payment accepted on voucher issued Nov 17

Final ~~voucher~~ warrant 359.67 mailed to Contractor Dec 5

AND INC.

AND
ANCE
IN

H. T. HANSEN, PRES.
I. D. ROWLAND, SECY.

IN SUCH CAPACITY ONLY.
NC., NOT TO INDIVIDUALS.

DEC 1 1936

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 46048 - EDWARD F. WEBBER to STATE OF OREGON - Chichester Gulch-Summit, Shaniko-Fossil Sec. Hwy, Unit 1, Wheeler County, Oregon - Your Contract #1876.

Gentlemen:

Please advise us whether or not final payment has been made to Mr. Webber on the above captioned contract.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By F Tennard
Surety Bond Department.

FT

REFERRED TO
[illegible]
BY SECRETARY

Please look this up for me

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. O. ROWLAND, SECY.

December 10, 1936.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

DEC 11 1936

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 46048 - EDWARD F. WEBBER to STATE OF OREGON - Chichester Gulch-Summit, Shaniko-Fossil Sec. Hwy, Unit 1, Wheeler County, Oregon - Your Contract #1876.

Gentlemen:

Please advise us whether or not final payment has been made to Mr. Webber on the above captioned contract.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.
By F Tunnard
Surety Bond Department.

FT

REFERRED TO
Crews
BY SECRETA

please look this up for me

FORM 9-A-1 5M 7-56

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 25 1956
FOR FILING

135-1003

November 23rd, 1956

Mr. C. E. Carter
Resident Engineer
State Highway Dept.
Fossil, Oregon

Dear Sir:

At the request of Mr. Williams, we are sending you, the detail map of the East Unit, Chichester Gulch-Summit Section, Shaniko-Fossil Secondary Highway #291, in order that the final constructed line can be shown thereon.

We are unable to locate the detail map for the West Unit. If you do not have this section, please advise, and we will make a better search for it.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Lee
E

cc to: R. H. Baldock
W. C. Williams

#1876

X

IED
36
FOR FILING

135-1003

November 23, 1936

Maryland Casualty Company,
Hansen & Rowland, Inc.,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1876 for the construction of Unit 1, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County, has been completed by the contractor, Edward F. Webber, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 8, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $4,649.44, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

135-1003

#1876

RECEIVED
OCT 28 1936
FOR FILING

October 27, 1936

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edward F. Webber on Contract No. 1876, Unit #1, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County. This payment will be made on or after November 6, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-H-1 500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

135-1003

October 19, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on Unit No. 1, Chichester Gulch-Summit Section, was satisfactorily completed by contractor Edward F. Webber on October 13th. The total cost of the work as indicated by the semi-final estimate is $5,119.24, as compared with the project authorization of $5,213.82. This underrun of approximately $100.00 was all in the contract items and there was no saving in the engineering and contingency fund.

Attached hereto is copy of a letter from C. E. Carter explaining the variations of more than 10% in certain contract items.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 5-M-1 500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

135-1003

October 19, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith semi-final estimate on Unit No. 1, Chichester Gulch-Summit Section, ShanikO-Fossil Secondary Highway in Wheeler County. In support of the estimate the following records are being forwarded to you by express:

One profile
One mass diagram
Six material receipt books
One book computation sheets
Platted cross-sections
Transit notes
Level notes
pipe notes
Remeasure notes
Cross-section notes

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

Form 333—5M—7-36

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 17th., 1936

Section Unit No.1 Chichester Gulch-Summit

Kind of work Grading & Selected Roadbed Topping

Highway Shaniko-Fossil Secondary

Section prefix 135-1003

Contractor Edward F.Webber

Contract number 1876

Date of contract May 22nd., 1936

Date of completion October 15th., 193

Date work started September 1st., 1936

Estimated date of completion ......, 193......

Amount of contract $ 4739.84

Per cent of time elapsed ......%

Estimated cost of completed project, exclusive of engineering $ 4725.92

Per cent of contract completed, based on total contract price ......%

Engineering cost to date, $ 500.00, 10 %

Date project was completed October 13th., 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

October 15th. to 17th. Completed computing the grading and Selected Gravel Topping quantities.

17th.Made out the Semi-Final Estimate.Sent to the La Grande Office the final records.

13th.The contractor completed this project

NOTED
H. O. SMITH

RECEIVED
OCT 1 1936

Signed

Address Fossil, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	1.25			
Miles partially completed					
Miles completed	0.67	1.25			
Total estimated quantities	3481.3	2074.5			
Estimated quantities moved or placed to date	3481.3	2074.5			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	6½	(2 shifts)			
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Wheeler COUNTY	Douglas COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5	1					6
Men and teams							
Me~~n and~~ trucks under 3 tons							1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers 1, Sheet-foot rollers .... Pull Grader 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form 333—5M—7-36

X

O ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10th., 1936

Section Unit No.1 Chichester Gulch-Summit

Kind of work Grading & Selected Roadbed Topping

Highway Shaniko-Fossil Secondary

Section prefix 135-1005

Contractor Edwin F.Gerber

Contract number 1876

Date of contract May 22nd., 1936

Date of completion September 30th., 1936

Date work started September 1st., 1936

Estimated date of completion October 15th., 193

Amount of contract $ 4739.84

Per cent of time elapsed 100% September 30th. %

Estimated cost of completed project, exclusive of engineering $ 5000.00

Per cent of contract completed, based on total contract price 95 %

Engineering cost to date, $ 400.00, 8.0 %

Date project was completed ......, 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

4th.to 10th.Contractor placing Sele cted Roadbed Topping.Has sufficient trucks now to complete the Topping on the 11th. or 12th.Will complete blading the Roadbed Topping and finish up the roadbed and slopes by the 15th. of October.

NOTED
H. D. SMITH

RECEIVED
OCT 12 1936
CONST

Signed C E Carter

Address Fossil, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	1.25			
Miles partially completed		1.25			
Miles completed	0.67	1.10			
Total estimated quantities	3200	2100			
Estimated quantities moved or placed to date	3200	1950			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							10
Men and teams							
XXXXXXX trucks under 3 tons							4
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers 1, Sheet-foot rollers ...., Bull Grader, 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

135-1003

#1876

X

October 5, 1936

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Edward F. Webber requesting an extension of time to October 15th on his contract No. 1876 - Unit 1, Chichester Gulch-Summit Section in Wheeler County.

Please advise of your recommendations.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—7-36

O ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3rd., 193 6

Section Unit No.1 Chichester Gulch-Summit

Kind of work Grading & Selected Roadbed Topping

Highway Shaniko-Fossil Secondary

Section prefix 135-1005

Contractor Edwin F.Gerber

Contract number 1876

Date of contract May 22nd., 193 6

Date of completion September 30th., 193 6

Date work started September 1st., 193 6

Estimated date of completion October 15th., 193 6

Amount of contract $ 4739.84

Per cent of time elapsed 100 % Sept.30th. %

Estimated cost of completed project, exclusive of engineering $ 5000.00

Per cent of contract completed, based on total contract price 80 %

Engineering cost to date, $ 375.00, 7.5 %

Date project was completed ......, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

September 27th.to October 3rd.Contractor putting on Selected Roadbed Topping.Has been somewhat delayed on account of being unable to get sufficient hauling trucks from Wheeler County.

NOTED
H. B. SMITH

Signed C. E. Carter

Address Fossil, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	1.25			
Miles partially completed		1.00			
Miles completed	0.67				
Total estimated quantities	3200				
Estimated quantities moved or placed to date	3200				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							10
Men and teams							
Me~~n and~~trucks under 3 tons							4
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers 1, Sheet-foot rollers ...., Pull grader 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

135-1003

#1876

RECEIVED
OCT 5 1936
OREGON
STATE

Fossil, Oregon, October 2, 1936

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am enclosing herewith application for extension of time on Unit No. 1, Chichester Gulch-Summit Section on the Shaniko-Fossil Secondary Highway in Wheeler County, Contract No. 1876, together with the consent of Hansen & Rowland, Inc. Sureties on the aforementioned contract.

Yours very truly,

Edward F. Webber
MH.

Edward F. Webber

EFW/M
encls

RECEIVED
SEP 30 1936
OREGON
[illegible] COMMISSION

Fossil, Oregon, September 29, 1936

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am enclosing copy of request for extension of time which I have mailed to Hansen & Rowland for their approval and which should be returned within the next few days and will be forwarded to you immediately. I had fully expected to complete to complete the contract within the sepcified time but the difficulty in securing trucks has made it impossible.

Yours very truly,

Edward F. Webber

Edward F. Webber

EFW/M
end

C O P Y

Fossil, Oregon, September 28, 1936

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Due to the fact that it has been impossible to secure trucks with which to place the selected roadbed topping on Unit No. 1, Chichester Gulch-Summit Section on the Shaniko-Fossil Secondary Highway in Wheeler County and because of that fact it will be impossible to complete the project within the time limit set by the contract, September 30, 1936.

I hereby make application for fifteen (15) days extension of time on Contract No. 1876, described above.

Yours very truly,

EFW/M

Edward F. Webber

(COPY)

RECEIVE
OCT 5 1936
OREGON
[illegible]

Fossil, Oregon, September 28, 1936.

Hansen & Rowland, Inc.
Tacoma, Wash.

Gentlemen:

Thus far I have been unable to secure dump trucks to haul the roadbed topping for Unit No. 1, Contract No. 1876 and am therefore obliged to ask for an extension of time. I am enclosing the application, which I understand must be approved by you, and will appreciate it if you will please do so and return to me immediately so that I can forward it to the Highway Commission. Had it not been for the scarcity of trucks, I could have easily finished within the time limit.

Thanking you in advance, I am

Very trulyyours,

(Sgd.) Ed Webber

FORM 5-A-1 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE No.

135-1033

Fossil, Oregon
Sept. 27, 1936

Mr Edward F Webber
Fossil, Oregon

NOTED
State Highway Engineer

Dear Sir:

Due to your inability to obtain trucks and drivers (for the hauling of selected roadbed topping on contract #1676, Unit #1, Chichester Gulch-Summit, Shaniko-Fossil Secondary) who have resided in the county of Wheeler for the past 6 months, you are hereby authorized to obtain trucks and drivers elsewhere so as to be able to complete your contract within the specified time limit.

Yours very truly,

C E Carter

C E Carter
Resident Engineer

cc: R H Baldock, State Hwy.Eng.
W C Williams, Div. Eng.

Form [illegible]—[illegible]M—7-36

O[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 26th., 193 6

Section Unit No.1 Chichester Gulch-Summit

Kind of work Grading & Selected Roadbed Topping.

Highway Shaniko-Fossil Secondary

Section prefix 135-1003

Contractor Edward F.Webber

Contract number 1876

Date of contract May 22nd., 193 6

Date of completion September 30th., 193 [illegible]

Date work started September 1st., 193 6

Estimated date of completion October 15th., 193 6

Amount of contract $ 4739.84

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering $ 5000.00

Per cent of contract completed, based on total contract price Grading 100 70 %

Engineering cost to date, $ 350.00, 7 %

Date project was completed 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

21st.to 24th.Completed the grading.

25th.Started to putting on Selected Roadbed Topping.

26th. Shut down for lack of hauling trucks.

NOTED
H.G. SMITH

SEP 28 1936

Signed C. E. Carter

Address Fossil, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

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	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	1.25			
Miles partially completed					
Miles completed	0.67				
Total estimated quantities	3200				
Estimated quantities moved or placed to date	3200				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8 (For 5 days).				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Douglas COUNTY	Wheeler COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	1	6					7
Men and teams							
M[redacted] trucks under 3 tons							2
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ..1.., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form [illegible]—5M—11-35

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 19th., 1936

Section Unit No.1 Chichester Gulch-Summit

Kind of work Grading and Selected Roadbed Topping

Highway Shaniko-Fossil

Section prefix 135-1003

Contractor Edward F.Webber

Contract number 1876

Date of contract May 22nd., 1936

Date of completion September 30th., 1936

Date work started September 1st., 1936

Estimated date of completion September 30th., 1936

Amount of contract $ 4739.84

Per cent of time elapsed 88 %

Estimated cost of completed project, exclusive of engineering $ 5000.00

Per cent of contract completed, based on total contract price Grading 95% 60% %

Engineering cost to date, $ 325.00, 6.5 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

14th.to 19th.The contractor grading Station 0-00 to 30.The grading is practically completed;except some sloping and side ditch work.

NOTED
H. D. SMITH

RECEIVED
SEP 21 1936

Signed C E Carter

Address Fossil,Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

L1

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	1.25			
Miles partially completed	0.67				
Miles completed					
Total estimated quantities	3200				
Estimated quantities moved or placed to date	3000				
Average daily quantities	75				
Average daily quantities necessary to complete project on time	20				
Number shifts per day	1				
Hours per shift	8 (For 5 Days)				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Douglas COUNTY	Wheeler COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	1	5					6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bull Dozers 1, Sheet-foot rollers ...., Le Tourneau 1, Rooter 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form 333—5M—11-35

ENON STATE HIGHWAY COMMISSION OR

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 12th., 1936

Section	Unit No. 1 Chichester Gulch-Summit	*Kind of work*	Grading and selected Roadbed Topping
Highway	Shaniko-Fossil	*Section prefix*	135-1003
Contractor	Edwin F. Webber	*Contract number*	1876
Date of contract	May 22nd., 1936	*Date of completion*	September 30th., 1936
Date work started	September 1st., 1936	*Estimated date of completion*	September 30th., 1936
Amount of contract	$ 4739.84	*Per cent of time elapsed*	86 %

Estimated cost of completed project, exclusive of engineering $ 500.00

Per cent of contract completed, based on total contract price 82 %

Engineering cost to date, $ 325.00, 6.5 %   *Date project was completed* ________, 193__

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

7th. to 12th. Contractor grading on the entire project station 0-00 to 35-35. The grading will likely be completed about September 19th., if not delayed by rains.

10th. & 12th. Setting finishing stakes from station 8 to 35-35.

11th. Mr. James F. Lonergan, Chairman, resigned to attend college.

NOTED
H. N. HACKETT

NOT
H. G. SMI

Signed E. Carter

Address Fossil, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Form 3[illegible]—5M—11-35

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	1.25			
Miles partially completed	0.67				
Miles completed					
Total estimated quantities	3200				
Estimated quantities moved or placed to date	2600				
Average daily quantities	300				
Average daily quantities necessary to complete project on time	60				
Number shifts per day	2				
Hours per shift	6½				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Douglas COUNTY	Wheeler COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	1	6					7
Men and teams							
~~[illegible]~~ trucks under 3 tons							1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bull Dozers 1, Sheet-foot rollers ...., Le Tourneau 1 Rooter 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Rain, cool		

Form 333—5M—11-35

O ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 5th., 1936

Section Unit # 1 Chichester Gulch-Summit

Kind of work Grading and Selected Roadbed Topping

Highway Shaniko-Fossil

Section prefix 135-1003

Contractor Edward F.Gerber

Contract number 1876

Date of contract May 22nd., 1936

Date of completion September 30th., 1936

Date work started September 1st., 1936

Estimated date of completion September 30th., 1936

Amount of contract $ 4739.84

Per cent of time elapsed 77 %

Estimated cost of completed project, exclusive of engineering $ 4800.00

Per cent of contract completed, based on total contract price 20 %

Engineering cost to date, $ 300.00, 6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

September 1st. to 5th.The contractor clearing right of way,installing culvert pipes and grading station 0+00 to 35+55.

NOTED
H D SMITH

RECEIVED
SEP 8 1936

Signed C E Carter

Address Spray, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	1.25			
Miles partially completed	0.67				
Miles completed					
Total estimated quantities	3200				
Estimated quantities moved or placed to date	800				
Average daily quantities	200	(For 4 days)			
Average daily quantities necessary to complete project on time	100				
Number shifts per day	2				
Hours per shift	6½				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Douglas COUNTY	Wheeler COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2	7					9
Men and teams							
[illegible] trucks under 3 tons							1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bull Dozers 1, Sheet-foot rollers ...., Le Tourneau 1 . . Rooter 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair, hot		
Tuesday	Hard rain		
Wednesday	Rain		
Thursday	Lt. rain		
Friday	Fair		
Saturday	Fair		

135-1003

May 27, 1936

Mr. Edward F. Webber
55 Ross Court
Medford, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 1876 which was awarded to you on May 22, 1936, for 0.67 mi. grading and 1.25 mi. selected roadbed topping on Unit No. 1, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for the approval of the State Highway Commission. When this is secured, a fully executed copy will be returned to you for your files. An executed copy will also be furnished to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 18 of the mimeographed Special Provisions, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HI

CONTRACT# 1877

WPSS 295-A Chichester Gulch-Summit 1936
Sec., Shaniko-Fossil Secon.
Hwy.

1877

RECEIVED
MAY 20 1937
FOR FILING
295

May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are returning herewith the corrected original final voucher for the Unit No. 2, Chichester Gulch-Summit Section, Project No. WPSS 295.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.__________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 18 1937
OREGON
STATE HIGHWAY COMMISSION

May 17, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The attached final RR.30 voucher for Oregon U. S. Works Program Highway Project WPSS 295, Chichester Gulch-Summit Section, has been returned by our Washington office for correction of the figure shown as "Net amount claimed". You will notice that a typographical error resulted in the claim being $10 less than was intended.

Will you please have the amount claimed corrected and the change initialed by Mr. Baldock, and return the voucher to this office.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

L J Caufield
L. J. CAUFIELD
Highway Engineer

*1877

RECEIVED
JAN 6 1937
FOR FILING
295

[redacted] 1937

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

Reference is made to your letter of December 30th concerning final payment to Edward F. Webber in connection with his contract No. 1377, Unit 2, Chichester Gulch-Summit Section in Wheeler County.

You are advised that according to our records the warrant covering the above payment was mailed to Mr. Webber on December 5th.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1877

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

RECEIVED
DEC 31 1936
OREGON
STATE HIGHWAY COMMISSION

December 30, 1936

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 46049 - EDWARD F. WEBBER to STATE OF OREGON - Chichester Gulch-Summit Sec., Shaniko-Fossil Sec. Highway, Unit No. 21, Wheeler County, Oregon - Your Contract No. 1877

Gentlemen:

With reference to our letter to you of December 10th, we would appreciate your advising us whether or not final payment has been made to Mr. Webber on the above captioned contract.

Thanking you in advance for this information, we are

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents
By F Tunnard
Surety Bond Department

MF

16483

#1877

RECEIVED
JAN 2 1937
FOR FILING
295

December 31, 1936

Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Attention: Mr. F. Tunnard

Gentlemen:

Reference is made to your letter of December 10 in regard to contract No. 1877, Edward F. Webber, Bond No. 46049.

Final payment in the sum of $746.34 was made on December 5, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Dict. by W. C. Crews/ce

ontract 1877

Final payment accepted
on voucher issued Nov. 14th

746.34 mailed
Dec 5

AND INC.

AND
ANCE
ON

IN SUCH CAPACITY ONLY.
NC., NOT TO INDIVIDUALS.

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

1 1936

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 46049 - EDWARD F.WEBBER to STATE OF OREGON - Chichester Gulch-Summit Sec., Shaniko-Fossil Sec. Highway, Unit No. 2, Wheeler County, Oregon - Your Contract No. 1877.

Gentlemen:

Please advise us whether or not final payment has been made to Mr. Webber on the above captioned contract.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By F Tennard
Surety Bond Department.

FT

REFERRED TO Crews
BY SECRETARY

Wilson Cook of finance

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

RECEIVED
DEC 11 1936

December 10, 1936.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 46049 - EDWARD F.WEBBER to STATE OF OREGON - Chichester Gulch-Summit Sec.,Shaniko-Fossil Sec. Highway, Unit No. 2, Wheeler County, Oregon - Your Contract No. 1877.

Gentlemen:

Please advise us whether or not final payment has been made to Mr. Webber on the above captioned contract.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By F. Tennant
Surety Bond Department.

FT

REFERRED TO
Green
BY SECRETARY

[illegible] Cost of [illegible]

#1877

x

RECEIVED
NOV 23 1936
FOR FILING

295

November 23, 1936

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1877 for the construction of Unit 2, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County, has been completed by the contractor, Edward F. Webber, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 3, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $10,706.07, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1877

x

295

October 26, 1936

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edward F. Webber on Contract No. 1877 for the construction of Unit 2, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County. This payment will be made on or after November 5, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Dict. by J. McFarland.

FORM 2-10-1 500 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

295

October 12 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on Unit Number 2, Chichester Gulch-Summit Section, was satisfactorily completed by contractor Edward F. Webber on August 31, 1936. The total cost of the work was $11,506.00 as compared with the project authorization of $10,946 00. The overrun is approximately $750.00 in contract items, the entire amount being due principally to overrun in rock excavation. It would appear that the rock was underclassified at the time of the location survey.

Attached hereto is a letter from C. E. Carter explaining reasons for variations in the different contract items.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

Form [illegible]

295

GON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 17th., 1936

Section Unit No.2 Chichester Gulch-Summit

Kind of work Grading

Highway Shaniko-Fossil Secondary

Section prefix 135-1004

Contractor Edward F. Webber

Contract number 1877

Date of contract May 22nd., 1936

Date of completion August 31st., 1936

Date work started June 22nd., 1936

Estimated date of completion ...., 193...

Amount of contract . . . . . . $.........

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 10706.07

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 800.00, 7.5 %

Date project was completed August 31st., 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

12th. to 14th. Inclusive. Made out the Semi-Final Estimate.

17th. Sent by express to the La Grande Office the Semi-Final Estimate and the construction notes.

NOTED

RECEIVED
OCT 1 1936

Signed C. E. Carter

Address Fossil, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.[illegible]				
Miles partially completed					
Miles completed	0.[illegible]				
Total estimated quantities	15125.7				
Estimated quantities moved or placed to date	15125.7				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

295

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 2[illegible] 1936
FOR FILING

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No.________

October 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: Oregon WPSS 295, Unit 2, Chichester Gulch-Summit Sec.

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

ER-AApr-4781

Form P. R. 2

State Oregon

U.S. Works Program Highway

Project No. WPSS 295

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
[illegible]

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 2nd day of September, 1936

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 20th day of February, 1936, a project statement, which was approved by the Secretary on the 13th day of March, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~[illegible]~~ said project which were recommended for approval by the United States District Engineer on the 27th day of March, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, nine hundred forty-six and 27/100 dollars ($10,946.27) as the share of the United States payable under said act on account of ~~[illegible]~~ said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of ~~act~~ of legislature by which authorized) (Public Res. No. 11, 74th Cong.)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 35+35 in the SE 1/4 of Section 19, T. 8, S.R. 21 E., and survey station 66+20 in the NW 1/4 of Section 30, T. 8 S.R. 21, E., W.M.

, length 0.584 of a mile~~s~~, in Wheeler County, ~~being Section~~ of Oregon U. S. Works Program Highway project No. WPSS 295, consisting of 0.584 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of a mile in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [illegible] said project shall not in any event exceed the sum of ten thousand, nine hundred forty-six and 27/100 dollars ($ 10,946.27), certified to the Secretary of the Treasury as above mentioned, which [illegible] is [illegible]

[illegible] xxx the approved total estimated cost of [illegible] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927; Chap. 248, laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of Oct, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F. L. TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE [illegible] 8—5518

SECRETARY OF AGRICULTURE

By L. E. Boykin
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPSS 295 State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 10,946.27 as the total estimated cost of said project, and the sum of $ 10,946.27 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 6th day of Oct. one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. E. Toms
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4030

FORM 5-0-1 10M 4-36

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND

E. B. ALDRICH, PENDLETON

F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK

STATE HIGHWAY ENGINEER

SALEM

X

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

275

October 9, 1936.

Mr. W. G. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

A short time ago, after considerable correspondence it was decided that the contractor completed the grading of Unit #2, Chichester Gulch-Summit Section on August 31st, instead of September 11th, and our records were changed accordingly.

We have just received estimate and summary sheet covering the work on this section, giving the completion date as September 11th. The estimate is not marked "Semi-Final" and quantity summary shows 10 cu.yds. trench rock - 800 cu. yds. common excavation, 200 cu.yds. solid rock excavation, and 500 yd. miles truck haul, as work to be done on this contract.

The Bureau has been advised that the contract was completed on time and that an extension of time was not necessary.

Will you please advise how the project can be completed and still this amount of work to be done?

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

295-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSS 295-A, Chichester Gulch-Summit Section, Shaniko-Fossil Secondary Highway, Wheeler County, was made by a representative of this office on September 25, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J. Caufield
L. J. Caufield
Highway Engineer

Ton

295

September 29th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

The completion date on Oregon WPSS-295, Chichester Gulch-Summit Section, was August 31st, 1936, instead of September 11th.

Will you kindly correct your records accordingly.

Very truly yours,

State Highway Engineer

R

295

#18774

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 29 1936
OREGON

Sept. 28, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

NOTED
H. G. SMITH

Dear Sir:

Reference is made to Mr. Smith's letter of September 24th relative to extension of time on Oregon WPSS 295, Chichester Gulch-Summit Section.

While we have received a wire from the resident engineer that the project was completed September 11th or eleven days overtime, we understand no labor is shown on the payroll after August 31st. If this is the case, a letter or wire from you stating that the completion date was August 31st instead of September 11th would be accepted by this office.

As our reports on this project must be submitted by October 1st, an early reply will be appreciated.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
SEP 2 1936

Fossil, Oregon, September 20, 1936

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In reply to your letter of September 16 in which you refer to contract No. 1877, Unit No. 2, Chichester Gulch-Summit Section in Wheeler County, contract to expire August 31, apparently there was delay in making report of the completion of the above mentioned contract. The grading on this particular unit was completed August 31.

The grading is now complete on Unit No. 1, Chichester Gulch-Summit Section in Wheeler County, and I expect to have the selected road bed topping in place and both units entirely complete before the first of October, which time, I believe, is the limit set by my contract.

Very truly yours,

Edward F. Webber

Edward F. Webber

EFW/M

ORM 2-A-1 10M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 14 1936
OREGON
STATE HIGHWAY COMMISSION

Fossil,Oregon.
September 11,1936.

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon.

Dear Sir:

Enclosed is a copy of a telegram to W.H.Lynch,District Engineer,U.S. Bureau of Public Roads,stating that WPSS 295 State Contract 1877 was completed today.

Actually this contract was completed August 31st.;except a minor amount work of cleaning about 100 feet of side ditch.

Very truly yours,

C.E.Carter.

C.E.Carter,

Resident Engineer.

CC-W.C.Williams,

ORM 8-A-1 10M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Confirmation of telegram to W.H.Lynch.District Engineer, U.S.Bureau.

Fossil,Oregon.
September 11,1936.

#1617

W.H.Lynch,
District Engineer,
U.S.Bureau of Public Roads,
New Post Office Building,
Portland,Oregon.

Completed today WPSS 295.No men laid off.Transferred to work on State Contract 1876.

C.E.Carter,

FORM 8-A4 6M 8-29

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

295

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

September 24th, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 1877, Chichester Gulch-Summit Section in Wheeler County, WPSS 295. This contract should be extended 41 days, or if it is possible to change your records, the contract might be considered as completed on August 31st, as the contractor considered that he was through on that date, but it was afterwards required that a minor amount of ditch cleaning, extending over a distance of 100 feet, be done.

We have hitherto thought it advisable to ask extensions of time for such slight amounts of work in order to avoid any conflict with the bonding companies, but I presume in this case that that is unnecessary, and the records could be adjusted to August 31st and thus avoid an extension of time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

#1877

x

295

September 16, 1936

Mr. Edward F. Webber
53 Ross Court
Medford, Oregon

Dear Sir:

You are advised that the time limit on your contract No. 1877, Unit No. 2, Chichester Gulch-Summit Section in Wheeler County, expired on August 31.

According to our records this contract was not completed until September 11.

Please make immediate application for an extension of time. Your application must be accompanied by the written consent of the surety on the bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CK
cc - W. C. Williams

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 20 1937
FOR FILING

295

RECEIVED
AUG 25 1936

IN REPLY PLEASE
REFER TO FILE NO.

August 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to yours of August 21 relative to status of the Chichester Gulch-Summit grading project in Wheeler County, which you state does not satisfy Judge Howard:

Wheeler County originally requested that we make a connection from the end of the .6 mile section that they had graded, westward to connect with the existing county road in order to make usable the section they had constructed and at the same time eliminate a steep grade of the old road at that point, which was impassable during the wet winter season. They later decided that it would be extremely desirable to continue the improvement westward to Chichester Gulch, a distance of .9 miles farther than the point where a connection was made with the existing road. The survey was accordingly made from the Summit to Chichester Gulch, a total distance of 116 stations, and the estimated cost for grading and placing roadbed topping was $25,000, exclusive of an estimated cost of $4,000 to complete the grading and graveling of the 35 stations constructed by the county.

As the estimated cost for this section was far in excess of the amount available, it was decided to grade and gravel from station 35 to 68, where a connection was made with the existing county road and to complete the grading and gravel that section built by the county between stations 0 to 35. This is now being done and the work will be completed on or about October 1 and the entire section will be then usable and of much value to the county in that it eliminates the steep grade of the old road.

REFERRED TO
G. Mayer

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Chichester Gulch-Summit grading
project, Wheeler County

Page #2
8-2435

To continue the improvement to Chichester Gulch, which would be only the elimination of the existing county road, will cost $15,000. I did not understand that this was the original request of the county, in that they were asking for a connection to the existing county road only. I will admit that that portion between the end of the present project and Chichester Gulch, station 68 to 116, is very poor type of road and extremely difficult to negotiate during the winter months. Whether this additional mileage can be improved is a matter for the Commission to decide, as it is entirely separate from agreement made with the county for the project now under construction.

Suitable topping material is available and the section now being graded will be graveled to a depth of four inches with very satisfactory material.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPSS 295

RECEIVED
AUG 28 1936

August 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By JCaufield
L. J. Caufield
Highway Engineer

Encls.

R

[illegible] 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 20 1937
FOR FILING

August 28th, 1936

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Attached is a letter from Mr. Williams concerning Judge Howard's, of Wheeler County, complaint that sufficient work is not being done on the Chichester Gulch Section.

I believe Mr. Baldock wishes this discussed at the Commission meeting. Will you please put it on the agenda.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

R

MISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Office of W. C. Williams, Division Engineer
~~SALEM~~

La Grande, Oregon

IN REPLY PLEASE
REFER TO FILE NO.

August 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to yours of August 21 relative to status of the Chichester Gulch-Summit grading project in Wheeler County, which you state does not satisfy Judge Howard:

Wheeler County originally requested that we make a connection from the end of the .6 mile section that they had graded, westward to connect with the existing county road in order to make usable the section they had constructed and at the same time eliminate a steep grade of the old road at that point, which was impassable during the wet winter season. They later decided that it would be extremely desirable to continue the improvement westward to Chichester Gulch, a distance of .9 mile farther than the point where a connection was made with the existing road. The survey was accordingly made from the summit to Chichester Gulch, a total distance of 116 stations, and the estimated cost for grading and placing roadbed topping was $25,000, exclusive of an estimated cost of $4,000 to complete the grading and graveling of the 35 stations constructed by the county.

As the estimated cost for this section was far in excess of the amount available, it was decided to grade and gravel from station 35 to 68, where a connection was made with the existing county road and to complete the grading and gravel that section built by the county between stations 0 to 35. This is now being done and the work will be completed on or about October 1 and the entire section will be then usable and of much value to the county in that it eliminates the steep grade of the old road.

To continue the improvement to Chichester Gulch, which would be only the elimination of the existing county road, will cost $15,000. I did not understand that this was the original request of the county, in that they were asking for a connection to the existing county road only. I will admit that that portion between the end of the present project and Chichester Gulch, station 68 to 116, is very poor type of road and extremely difficult to negotiate during the winter months. Whether this additional mileage can be improved is a matter for the Commission to decide, as it is entirely separate from agreement made with the county for the project now under construction.

Suitable topping material is available and the section now being graded will be graveled to a depth of four inches with very satisfactory material.

Very truly yours,

W. C. WILLIAMS
Division Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 21st, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Reference is made to Judge Howard's letter of complaint dated August 8th, in which he states that Wheeler County has been partially "gyped" out of their money because the Chichester grading is not being surfaced.

You will remember that Wheeler County advised us that they had certain money raised by taxation which it was only practical to spend on the Chichester grading, and that they wished us to augment this money and construct a project on that section. Therefore, in order to avoid complications two contracts were let; one consisting of .58 mile of grading under the "Alternate Plan" Works Program Highway Funds, and the other of .67 mile of grading and 1.25 miles of topping (gravel) as a State project using Wheeler County and State funds.

It is true that the road will not have a high type surface, but we have been very successful in securing smooth toppings in that division, and I doubt if the traveling public will suffer any inconvenience from the lack of surfacing until sufficient of the road has been graded to warrant the construction of a high type surface.

It may also be that Judge Howard is dissatisfied with the length of the project, but that was determined by the amount of funds set up by the Commission, of which he was fully aware.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

R

August 18, 1936

Honorable S. J. Howard,
County Judge,
Wheeler County,
Fossil, Oregon

Dear Sir:

Replying to your letter of recent date, regarding the graveling of the Chichester Grade, advise that I will present this to the Highway Commission at its next meeting which is scheduled to be held on August 27.

I am sure the Highway Commission does not wish to take any action that is contrary to the contract. Some misunderstanding must have developed in connection therewith. The Construction Engineer is not in at present but as soon as he returns I will take the matter up with him and present the entire matter to the Commission on the above-stated date, after which I will advise you of the action taken in regard thereto.

Yours very truly,

RHB:MC

State Highway Engineer

ARD,
JUDGE

L. A. GOCHENOUR,
CHAS. R. JACKSON,
COMMISSIONERS

WHEELER COUNTY COURT
FOSSIL, OREGON

Aug 8, 1936

AUG 14 1936
OREGON
STATE

R. H. Baldock, State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

Reference is made to your letter of yesterday in regard to the Chichester Gulch road contract on the Fossil-Antelppe Market road. You state in answer to my inquiry that the contract falls short of the Chichester Gulch. Now I wish to say that this Chichester Gulch grade is the identical section of road that the County Court gave its money to have graveled. We signed the contract and turned over our money with the express understanding that the Chichester Grade was to be included in the contract when this project was first proposed and when the State Representative came up to look over the road, the County Court with a delegation of about fifty citizens gathered at the Chichester Gulch. It was then agreed with the State Representative that the Chichester Grade was of much importance as the grade at the summit or where to old road had been started. Now we feel that this grade being not graveled we are no better off that we were before this project was started.

Wel also feel that if the Chichester Grade is not graveled under the present contract that Wheeler County has been partially gyped out of the money it turned over to the State Highway Commission.

We performed our part of the contract both in money and in building the fence on the Righ of way and we expect the State to perform its part and gravel the Chichester Grade.

Respectfully

S J Howard County Judge

FORM 5-A-1 6M 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

295

August 21st, 1935

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Judge Howard of Wheeler County seems dissatisfied with the Chichester Gulch project. Will you advise immediately whether the length of the project which we let is of material assistance in getting down to the floor of the gulch or whether the funds were so limited that very little good is being done. Also advise if you are finding suitable gravel topping to make a passable surface.

In general please discuss this road and give your opinion as to what should be done to satisfy Judge Howard. You will not have time to interview him as I wish this information prior to the next Commission meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

295

X

Salem, Ore.

Hon. S. J. Howard,
County Judge,
Fossil, Oregon.

Dear Sir:

With reference to yours of July 20th, wish to advise that there were not sufficient funds available to grade and surface the entire section of the Chichester Grade. The two units contracted start near the summit and go as far as funds permit to a connection with the present road. Although the contract does not include permanent surfacing it does include topping or temporary surfacing sufficient to carry traffic. A top surfacing will be put on later when funds become available.

Yours very truly,

R. H. BALDOCK,
State Highway engineer.

WHEELER COUNTY
COUNTY CLERK'S OFFICE
FOSSIL, OREGON

SCOTT SASSER
CLERK

RECEIVED
JUL 21 1936
OREGON
STATE HIGHWAY COMMISSION

July 20, 1936

State Highway Commission,
Salem, Oregon.

Gentlemen:

Information has reached us that the contract let on the Chichester Gulch-Summit Section of the Fossil-Antelope Secondary Highway does not including graveling or surfacing of the Chichster Grade to the Chichester Gulch. We would like to know just what the facts are in this matter and will be very glad to have you give us the information.

We went with your Engineer to the Chichster Gulch and we had an understanding that the grade would be surfaced to that point. If this contract now being performed terminates short of that point we will ask for your confirmation as to that fact.

Thanking you in advance for the information in the matter, I am

Respectfully,

S. J. Howard
County Judge

RECEIVED
JUL 2 [illegible] 1936

295

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Unit No. 2, Chichester Gulch-Summit Section, Project No. WPSS 295.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. M. Nash
Asst. Office Engineer

JMN:GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSH 293

UNIT NO. 2, [illegible] GULCH-[illegible] SECTION OF THE SHANIKO-FOSSIL SECONDARY HIGHWAY IN WHEELER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1936

All Required		Clearing and Grubbing		$ 850.00
30	cu. yds.	Trench Excavation	$1.50	45.00
7,000	cu. yds.	Common Excavation	0.35	2,450.00
6,000	cu. yds.	Solid Rock Excavation	0.80	4,800.00
100	yd. stas.	Overhaul	0.05	5.00
3,000	yd. mi.	Truck Haul	0.20	600.00
0.58	mile	Finishing Roadbed and Slopes	350.00	203.00
130	lin. ft.	18" Corrugated Iron Pipe	2.50	325.00
90	lin. ft.	24" Corrugated Iron Pipe	3.25	292.50
80	lin. ft.	36" Corrugated Iron Pipe	6.50	520.00
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
		Subtotal		$10,120.50
		Lump Sum Reduction		169.34
				$ 9,951.16
		10% Engr. & Cont.		995.11
				$10,946.27

Length 0.584 mile
Cost per Mile $18,743.61

WPSH Funds Requested- $10,946.27

Estimated Labor Required 6,000 man-hours
Cost of Labor $3,900
Cost of Materials $700

Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

295

June 18, 1936

Edward F. Webber
53 Ross Court
Medford, Oregon

Dear Sir:

We are forwarding to you today, by express, fully executed copies of Contracts No. 1876 and 1877, awarded you on May 22, 1936 for Units No. 1 and 2 of the Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County.

These copies are being sent you for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

FORM 5-B-4 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

295

May 25, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. E. Carter,
Resident Engineer,
Spray, Ore.

NOTED
State Highway Engineer

Dear Sir:

Inclosed please find copy of third order level line between Shaniko and Fossil. At your convenience and in connection with your work on the Chichester Gulch Section, please check the descriptions of the marks listed, particularly noting the distances and rewriting if necessary, and return to this office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R.H. Baldock
W. G. Williams
L. A. McArthur
H.W.Libby

295

May 25, 1936

Edward F. Webber
53 Rose Court
Medford, Oregon

Dear Sir:

The Oregon State Highway Commission awarded to you on Friday, May 22, 1936, the contracts for the 0.67 mile grading and 1.25 miles roadbed topping in Unit No. 1, Chichester Gulch-Summit Section and for the 0.58 mile grading in Unit No. 2, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County, based on your bids of $4,820.50 and $10,219.00 respectively, with a lump sum reduction of $250.00.

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP
CC S. H. Probert
K. D. Lytle

295

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT [illegible] 1936
FOR FILING

May 22, 1936

Mr. R. H. Baldock
State highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Highway project WPSS 295, Unit 2 of the Chichester Gulch-Summit section of the Shaniko-Fossil secondary highway, to Edward F. Weber, Medford, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

295

March 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Unit No. 2, Chichester Gulch Section, Project No. WPSS 295.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/HH

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSS 295

UNIT NO. 2, CHICHESTER GULCH-SUMMIT SECTION

OF THE SHANIKO-FOSSIL SECONDARY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 17, 1936

All Required		Clearing and Grubbing		$ 100.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
7,000	cu. yds.	Common Excavation	0.30	2,100.00
6,000	cu. yds.	Solid Rock Excavation	0.75	4,500.00
100	yd. sta.	Overhaul	0.02	2.00
3,000	yd. mi.	Truck Haul	0.20	600.00
0.58	mile	Finishing Roadbed and Slopes	400.00	232.00
130	lin. ft.	18" Corr. Iron Pipe	2.50	325.00
90	lin. ft.	24" Corr. Iron Pipe	3.50	315.00
80	lin. ft.	36" Corr. Iron Pipe	6.00	480.00
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
		Subtotal		$ 8,984.00
		10% Engr. & Conts.		898.40
		Total		$ 9,882.40

Length 0.584 mile
Cost per mile $ 16,921.92

WPSS Funds Requested- $ 9,882.40

Estimated Labor Required 6,000 man-hours
Cost of Labor $ 3,900
Cost of Materials $ 700

295

February 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Chichester Gulch-Summit Section to which has been assigned project number WPS-295.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dicta J.W.Bach:MB

Encl.

STATE Oregon

PROJECT NO. WPS 293
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 20, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Chichester Gulch-Summit Section, Shaniko-Fossil Highway

2. Between ~~control points of official description~~: a point in N.W. ¼ Sec. 30, T. 8 S., R. 21 E. and a point in S.E. ¼ Sec. 19, T. 8 S., R. 21 E.

3. Between intermediate control points if used: ______ and ______

County of Wheeler

4. Length in miles (gross) 0.7 (net) 0.7

5. Preliminary estimate of cost: Total, $8,000; section of road to be first improved, $8,000, of which $______ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

______ (Source; refer to statute.)

(b) County ______ ______ (Amount.) (Source; refer to statute.)

8—5073

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)

sources: Chap. 41, laws 1927; Chap. 248, laws 1931
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project; Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By Henry F. Cabell
As Chairman
(Title of officer.)

By E. B. Aldrich
As Commissioner
(Title of officer.)

By [illegible]
As Commissioner
(Title of officer.)

STATE Oregon

PROJECT NO. WPS 295
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 20, 1936

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Chichester Gulch-Summit Section, Shaniko-Fossil Highway
2. Between ~~control points of official description~~: a point in N.W. ¼ Sec. 30, T. 8 S., R. 21 E. and a point in S.E. ¼ Sec. 19, T. 8 S., ~~and~~ R. 21 E.
3. Between intermediate control points if used: and

County of Wheeler

4. Length in miles (gross) 0.7 (net) 0.7
5. Preliminary estimate of cost: Total, $ 8,000; section of road to be first improved, $ 8,000, of which $ is the estimated cost of "bridges" of more than 20 foot clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—3073

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Chap. 41, Laws 1927; Chap. 248, Laws 1931 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

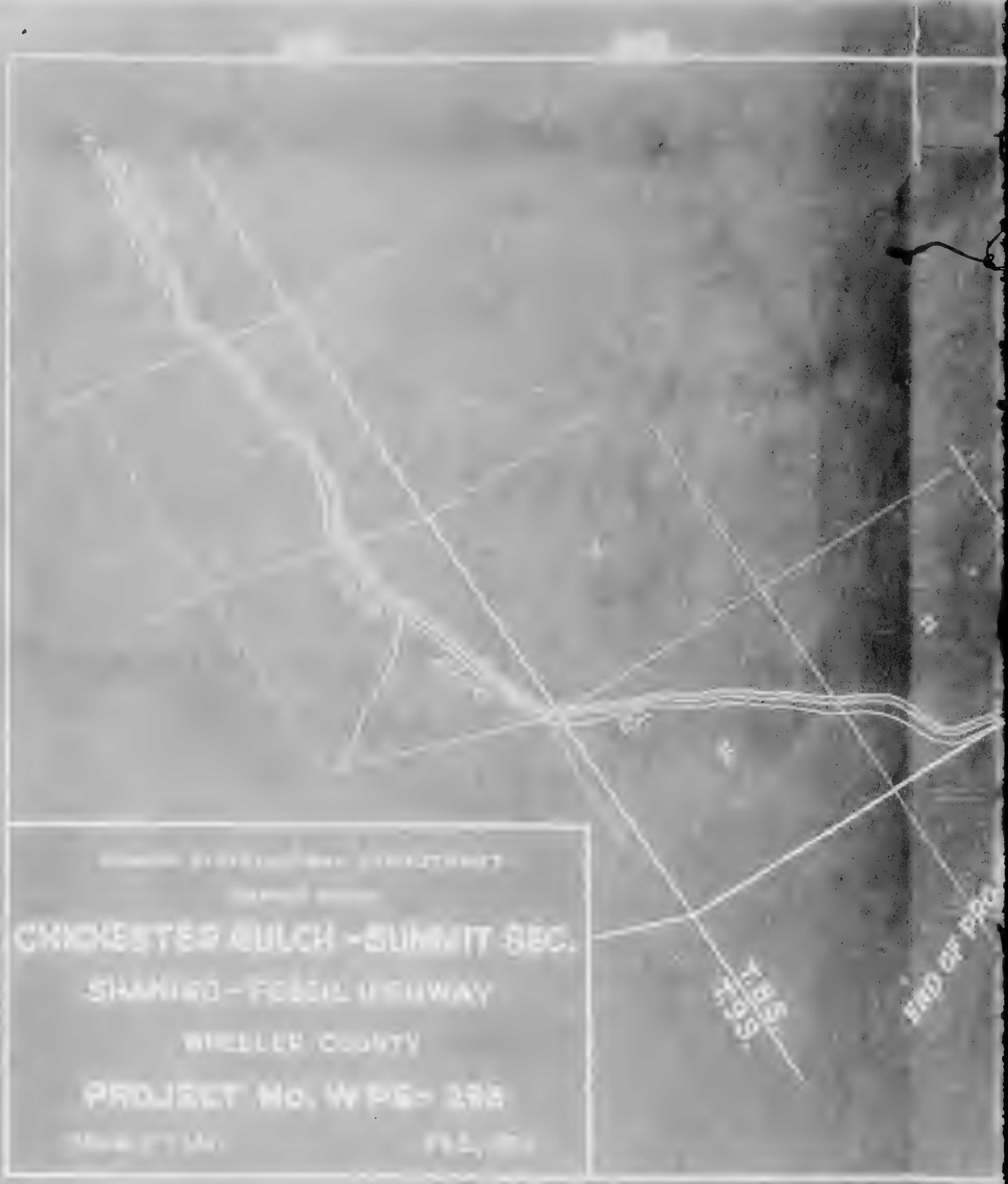
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—6073


OREGON STATE HIGHWAY DEPARTMENT
CHICHESTER GULCH - SUMMIT SEC.
SHANIKO - FOSSIL HIGHWAY
WHEELER COUNTY
PROJECT No. WPS- 298
T.8S.
T.9S.
END OF PRO

END OF PROJECT
Cottonwood

FOSSIL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 23 1936
OREGON
STATE HIGHWAY COMMISSION

295

January 22, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

In the matter of construction of a section of the Shaniko-Fossil Secondary highway in Wheeler county, for which $8000 of federal funds and $4000 of county funds are available:

It is exceedingly difficult to make any arrangement whereby the amount of $12,000 can be divided into two separate contracts without overlapping to some extent upon eachother. It is necessary that the section of grading between station 35/35 and station 68/00 be let in one contract by reason of material hauling from one end of the section to the other. The estimated cost of this section, including engineering, is $9,225.70. The grading of this section alone would not materially benefit as it is not possible to travel the east unit unless it is graveled. It is not at all desirable to gravel the east unit until the grading is completed and the east unit at this time is only partially graded.

The situation seems to narrow down to the following alternate plans:

I believe I can secure the consent of the county for the awarding of a contract for this grading with the understanding that they pay the cost in excess of $8000, or, in other words, if the project costs $9200, that they pay toward the contract $1200. With the amount that is left of their $4000 fund, the east unit grading can be completed and both units graveled. Owing to the small amount involved, approximately $3000, it will not be practical to let a contract. This amount could be done by Wheeler county forces under the supervision of the State Highway Department.

REFERRED TO

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

In Reply Please
Refer to File No.

Mr. H. G. Smith
Subject: Construction of a section of the
Shaniko-Fossil Secondary,
Wheeler County

Page 2
1-22-36

If you do not favor this plan, then one contract could be let for the entire project between station 0/00 and 68/00 with the same divided into two units. One unit would include the grading between station 35/35 and 68/00 and the labor restrictions on this unit would conform to the government regulations. The other unit would include the completion of the grading of the east unit and the graveling of both units and federal labor regulations need not apply to this subdivision.

It must be remembered that in order to make any portion of the road usable, it is necessary to grade that section between station 35/35 and 68/00 and even the cost of this portion will be in excess of $6000 federal funds.

I am enclosing estimate of cost showing the subdivision of the two contract units.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 21st, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

In the matter of the section of the Shaniko-Fossil Secondary Highway in Wheeler County, advertising of which has been held in abeyance pending the agreement with the County Court for the expenditure of their $4,000.

They still insist that the unskilled labor come from Wheeler County; therefore, their portion of the funds cannot be included within the Federal Relief Project, but we are advertising them as two separate contracts and will fasten them together so that they will be awarded to the same contractor.

Please submit a sub-division and estimates of cost, one for $4,000 and one for $8,000.

It is my suggestion that you review your specifications to see that they are applicable to two projects and furnish the estimate of cost for the most logical sub-division of the work in these amounts. The east unit seems to very much complicate the distribution of this money, as it does not require the entire $4,000, and the balance cannot be used immediately adjacent on account of the long haul on the material. Would it not be possible to defer the refinishing of the east unit and concentrate all the money on the heavy grading?

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construstion Engineer

HGS:AR

cc to: R. H. Baldock

295

OREGON STATE HIGHWAY COMMISSION

January 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Commission had under consideration at the last meeting a letter in regard to the matter of constructing a section of the Shaniko-Fossil Highway in Wheeler County, toward which the County Court has offered to contribute some $4,000. This matter was discussed with the Wheeler County Court and it was agreed that the State Highway Commission should try to work out a combination job so as to provide a maximum amount of labor from Wheeler County, in so far as the expenditure of its funds is concerned. If the combination job can not be arranged the state's money, amounting to $8,000, is to be spent for grading work and the county is to spend its money for surfacing the highway. The County Court left the matter up to the State Highway Commission to work out.

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp
Copy to Mr. H. G. Smith

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 8th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. Glaisyer

Dear Sir:

I am calling your attention to the attached letter from Mr. Williams, concerning the Shaniko-Fossil Secondary Highway, in order that it may again be discussed by the Commission prior to the letting of the project. No doubt the Wheeler County Court will be present at the Commission meeting, and first-hand information can be obtained concerning their wishes in the matter.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
~~SALEM~~
La Grande, Oregon

COPY

January 6, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

On January 3, I discussed with the County Judge of Wheeler County procedure to be followed in construction of a section of the Shaniko-Fossil Secondary Highway extending westward from Lone Pine Creek Summit. It was my understanding that $8,000 of Federal funds were to be allocated to this work to be done under contract and that $4,000 were to be expended by Wheeler County in any manner they desired on this section.

The County Judge informed me that a representative of the Highway Department had called on him some two weeks prior to my visit and discussed this situation with him. He was not certain as to who had talked with him, but when I asked him if it was Mr. Cutler, he said he believed so. The County Judge informed me that he had advised the Highway Commission Representative at that time that they would agree to turn over their $4,000 to the State Highway Commission in order that they might let contract in the amount of $12,000.

On the basis that this has been definitely decided, I am submitting herewith an estimate of cost for a section estimated to cost $12,400.00. This is the shortest section that I can possibly plan to construct that will afford a connection to the existing county road. The construction of even this short section will require a short section of 10% temporary grade to connect with the existing road.

I am enclosing herewith the profile print on which I have noted the plan of connecting the new highway to the existing road at station 68. The section contemplated for construction is not only that portion between station 35+35 and station 68, but also the completion of that section between station 0+00 and 35+35, which has been partially graded by county forces.

Special provisions have previously been submitted for this project and they are applicable to the present project except for the length of section to be improved.

In the event that the county funds are not included in the contract amount, I suggest a contract be let for the grading only between station 35+35 and 68. The county could then use their funds to complete that section partially graded and gravel the entire improved section.

If however, the county is agreeable to turning over their $4,000 to the State, it would be preferable to award the entire project as one contract. The County's only thought in wishing to spend their $4,000 themselves was that they could employ local men as they wish. I informed the County Court, however, that even though the job were contracted, the contractor would be required to secure his men through the Federal Reemployment Agency and these men would nost likely be assigned from Wheeler County.

If you will have right of way descriptions checked between stations 35+35 and 83 and return to this office, I will take up with the Wheeler County Court the matter of acquiring the required right of way. Right of way descriptions were submitted to your office along with the other location records.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
Oscar Cutler

January 6, 1936

Wheeler County
Shaniko-Fossil Secondary Highway
Chichester Gulch-Summit Section
0.62 Miles Grading only
Station 35+35 to 68+00

	Quantity	Unit price	Amount
Clearing and Grubbing	All	$100.00	$100.00
Trench Excavation	20 Cu. Yd.	1.00	20.00
Common Excavation	7000 Cu. Yd.	.25	1,750.00
Solid Rock Excavation	6000 Cu. Yd.	.75	4,500.00
Overhaul	50 Sta. Yd.	.02	1.00
Truck Haul	2800 Mi. Yd.	.20	560.00
Finishing Roadbed and Slopes	0.62 Mi.	300.00	186.00
18" Culvert Pipe	190 Lin. Ft.	2.50	475.00
24" Culvert Pipe	90 Lin. Ft.	3.50	315.00
36" Culvert Pipe	80 Lin. Ft.	6.00	480.00
Total			$8,387.00
Plus 10% Engineering and contingencies			838.70
Total			$9,225.70

Wheeler County
Shaniko-Fossil Secondary Highway
Chichester Gulch-Summit Section
1.29 Miles Grading and Topping
Station 0+00 to 68+00

	Quantity	Unit Price	Amount
Clearing and Grubbing	All	$100.00	$100.00
Trench Excavation	35 Cu. Yd.	1.00	35.00
Common Excavation	9500 Cu. Yd.	.25	2,375.00
Solid Rock Excavation	6700 Cu. Yd.	.75	5,025.00
Overhaul	2150 Sta. Yd.	.02	43.00
Truck Haul	3000 Mi. Yd.	.20	600.00
Finishing Roadbed and Slopes	1.29 Miles	300.00	387.00
12" Corrugated Iron Culvert Pipe	24 Lin. Ft.	2.00	48.00
18" Corrugated Iron Culvert Pipe	190 Lin. Ft.	2.50	475.00
24" Corrugated Iron Culvert Pipe	90 Lin. Ft.	3.50	315.00
36" Corrugated Iron Culvert Pipe	80 Lin. Ft.	6.00	480.00
Selected Roadbed Topping	1300 Cu. Yd.	.40	520.00
Hauling Roadbed Topping	6000 Mi. Yd.	.15	900.00
Total			$11,303.00
Plus 10% Engineering and Contingencies			1,130.30
Total			$12,433.30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
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F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const
YLW
Secondary Hwys
Shaniko-Fossil

January 6, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. E. C. Smith, Construction Engineer

Dear Sir:

On January 3 I discussed with the County Judge of Wheeler County procedure to be followed in construction of a section of the Shaniko-Fossil Secondary highway extending westward from Lone Pine Creek Summit. It was my understanding that $8,000 of Federal funds were to be allocated to this work to be done under contract and that $4,000 were to be expended by Wheeler County in any manner they desired on this section.

The County Judge informed me that a representative of the Highway Department had called on him some two weeks prior to my visit and discussed this situation with him. He was not certain as to who had talked with him, but when I asked him if it was Mr. Cutler, he said he believed so. The County Judge informed me that he had advised the Highway Commission Representative at that time that they would agree to turn over their $4,000 to the State Highway Commission in order that they might let contract in the amount of $12,000.

On the basis that this has been definitely decided, I am submitting herewith an estimate of cost for a section estimated to cost $12,400.00. This is the shortest section that I can possibly plan to construct that will afford a connection to the existing county road. The construction of even this short section will require a short section of 10% temporary grade to connect with the existing road.

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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. C. Smith, Construction Engineer
Subject: Grading and Topping
Shaniko-Fossil Section, Wheeler Co.
Chichester Gulch-Summit Section

Page 2
1-6-36

68, but also the completion of that section between station 0/00 and 35-35, which has been partially graded by county forces.

Special provisions have previously been submitted for this project and they are applicable to the present project except for the length of section to be improved.

In the event that the county funds are not included in the contract amount, I suggest a contract be let for the grading only between station 35/35 and 68. The county could then use their funds to complete that section partially graded and gravel the entire improved section.

If however, the county is agreeable to turning over their $4,000 to the State, it would be preferable to award the entire project as one contract. The county's only thought in wishing to spend their $4,000 themselves was that they could employ local men as they wish. I informed the County Court, however, that even though the job were contracted, the contractor would be required to secure his men through the Federal Reemployment Agency and these men would most likely be assigned from Wheeler county.

If you will have right of way descriptions checked between stations 35/35 and 83 and return to this office, I will take up with the Wheeler County Court the matter of acquiring the required right of way. Right of way descriptions were submitted to your office along with the other location records.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
~~Oscar Cutler~~

COMMISSIONERS
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H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 6, 1936

IN REPLY PLEASE REFER TO FILE NO.

Const
R/W
Secondary Hwys
Shaniko-Fossil

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

On January 3 I discussed with the County Judge of Wheeler County procedure to be followed in construction of a section of the Shaniko-Fossil Secondary highway extending westward from Lone Pine Creek Summit. It was my understanding that $8,000 of Federal funds were to be allocated to this work to be done under contract and that $4,000 were to be expended by Wheeler County in any manner they desired on this section.

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20150 500 10-35
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H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Grading and Topping
Shaniko-Fossil Section, Wheeler Co.
Chichester Gulch-Summit Section

Page 2
1-6-36

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Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc ~~R. H. Baldock~~
Oscar Cutler

295

November 29, 1935

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Please answer this letter from the Fossil-Antelope Better Road Club by Henry McGreer, President, and write the Wheeler County Court regarding the fact that we cannot change the labor provisions, but if they wish, they can take their $4,000 and spend it as they see fit.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. Henry McGreer, Clarno, Oregon

(Secondary highway between
Fossil and Antelope)

295

OREGON STATE HIGHWAY COMMISSION

SALEM

NOVEMBER 14, 1935

County Court of Wheeler County,

Fossil, Oregon.

Gentlemen:

Reference is made to the Fossil-Clarno project on the Fossil-Antelope secondary highway, which you discussed with the State Highway Commission at its meeting on August 15.

You will recall that the Commission at that time authorized the Engineer to prepare plans for constructing this project which was estimated at that time to cost about $12,000, of which amount $4,000 was to be paid by the County and the balance by the State with federal funds. Subsequent survey reveal that it is going to cost about $28,000 to construct the section between Chichester Gulch and Summit which will involve an expenditure of funds on the part of the state in excess of the amount the Commission has available for such purpose.

The Commission had this matter under consideration at its last meeting and decided to go ahead with the project as originally planned, but to limit construction to that which can be financed with the funds previously set up for the work; namely, $4,000 county money and $8,000 federal money and to defer construction of the balance of the project until additional funds become available. This, of course, would leave the road in an uncompleted condition, but, apparently, it is the best the Commission can do at this time and we trust will be satisfactory to you.

Concerning labor for the project, you asked the Commission to specify in its contract that 50% of the labor be taken from the Wheeler County relief rolls. The Commission agreed, but the question now arises whether or not it will be possible to do that. With the limited number of men listed on the relief rolls of your county, it may not be possible to take 50% of the labor on this job from the relief rolls but the Commission will do the best it can in that regard.

Please indicate to the Commission your approval of the proposition as outlined above.

Yours very truly,

Secretary

HBG:D

~~Form~~ 3-A-1 1500 10-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 2, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
&
Mr. S. H. Probert

Gentlemen:

Attached is an excerpt from the minutes of the Highway Commission meeting held on August 14 and 15 regarding the construction of the Fossil-Clarno Section of the Fossil-Antelope Secondary State Highway in Wheeler County.

Mr. Baldock would like to talk to both of you in regard to this matter.

Yours very truly,

H B Glaisyer

Secretary

HBG:MC

encl.

REFERRED TO
Glaisyer
By State Highway Engineer

For commission meeting.
Cont include
50% county
relief personnel.

Pg. 14 Minutes ×

explained the provisions of this law which requires the State Highway Commission to confer with the county courts of the respective counties in which rights of way for road construction purposes are required, and inquired as to the wishes and desires of the County Court in regard thereto. After some discussion it was mutually agreed that in the absence of future agreements as to special and particular projects or properties, all rights of way in Wheeler County authorized to be acquired by said legislative act would be acquired for and on behalf of the State of Oregon by the State Highway Commission, and the cost and expense thereof paid from the state highway fund.

* Judge Howard brought up the matter of construction of the Fossil-Clarno Section of the Fossil-Antelope Secondary State Highway. He renewed the County's offer to contribute about $4,000 of county money toward the cost of the work. The Engineer estimated that this job would cost about $12,000 and suggested, after considerable discussion, the acceptance of the County's offer and the allocation of about $8,000 of federal money in cooperation therewith under the government alternate plan for the expenditure of federal relief moneys. Judge Howard stated that he approved such plan provided the contract would specify that 50% of the labor used on the job should be taken from the relief rolls of Wheeler County. The Engineer advised that that could be done, whereupon the Commission by unanimous vote adopted the Engineer's suggestion on that basis and instructed him to arrange to contract this work as soon as possible. The Attorney was instructed by the Commission to prepare a form of agreement covering the matter and to include in such agreement provision for the payment of the county's share of the cost of the work.

Estimated cost now 28,000

Can not do that.

Judge Howard then inquired as to when the Commission proposes to contract the proposed improvements on the Ochoco and John Day Highways. He was informed by the Engineer that it is planned to place these projects under contract as soon as possible so that construction can be started early in the spring .

[redacted] F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 4, 1935

IN REPLY PLEASE REFER TO FILE No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On August 14th, the State Highway Commission approved the expenditure of twelve thousand dollars ($12,000) plus four thousand dollars ($4,000) in county funds on the Chichester Gulch-Summit Section of the Fossil-Shaniko Secondary Highway in Wheeler County.

Upon making this survey, however, it is found that the job was considerably more expensive than originally estimated. The estimate for the West unit of 1.54 miles in grading and topping was twenty-four thousand eight hundred and seventeen dollars ($24,817.00); that for the East unit of .067 miles two thousand six hundred and thirty-five dollars ($2,635), making a total cost of twenty-seven thousand four hundred and fifty-two dollars ($27,452).

It is my recommendation that this project be deferred until one of the later lettings to see if there be sufficient savings to secure the Federal funds necessary for this construction.

Very truly yours,

H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR

CONTRACT# 1878

124-1011 Rocky Point School-South Falls Sec.
Silver Creek Falls Hwy. 1936

#1878

RECEIVED
MAY 4 1937
F

C
O
P
Y

124-1011

April 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. H. G. Smith

Dear Sir:

You are advised that the oil surface on the Cottage Farm-Aumsville Section, which was constructed last year, is in a good, smooth, stable condition, but shows a quite open coarse texture. The section on which cotton fabric was used caused considerable extra patching, due to the tendency of raveling and displacement of aggregate above the cotton fabric. Had we not kept constant watch of this condition and repaired the ravels as they occurred, the displacement would have been very heavy. Except for the patches, however, the surface appearance is quite uniform throughout the job, both where the cotton fabric was used and on the other sections.

Orders have been approved and plans made to reseal this section throughout with an O-30 application by state forces this coming summer. A reseal also will be applied on the Rocky Point School-Silver Falls Section and the Liberal-Marquam Section.

124-1011 103-1010

Yours very truly,

F. D. EASON
Division Engineer

FDE:AM
cc R. H. Baldock

#1878

RECEIVED
JAN 7 1937
FOR FILING
124-1011

January 6, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1878 for the construction of the Rocky Point School-Silver Falls Section of the Silver Creek Falls Secondary Highway in Marion County, has been completed by the contractors, E. C. Dail and Warren Bros.Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after January 16, 1937.

The State is not advised of any unpaid claims for labor material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $61,550.17, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 24 1936
FOR FILING

#1878

124-1878

December 24, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. O. Dail and Warren Bros. Inc. on Contract No. 1878 for the construction of the Rocky Point School-Silver Falls Section of the Silver Creek Falls Secondary Highway in Marion County. This payment will be made on or after January 2, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

H G Smith

Form [illegible]

O[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 19, 1936

Section Rocky Point School-Silver Creek Falls

Kind of work Resurfacing & Oiling

Highway Silver Creek Falls Secondary

Section prefix 124-1011

Contractor R. O. Dail & Warren Bros; Inc.

Contract number 1878

Date of contract May 26, 1936

Date of completion Sept. 30, 1936

Date work started June 22, 1936

Estimated date of completion ...., 193...

Amount of contract $ 59,718.25

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $ 61,527.17

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 1429.00, 2.32 %

Date project was completed Oct. 12, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi Final Estimate for this section was submitted to the Division Office Thursday, December 17th.

NOTED
H. G. SMITH

NOTED
N. HACKETT

RECEIVED
DEC 22 1936

Signed H. G. Swart

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

124-1011

October 6, 1936

IN REPLY PLEASE REFER TO FILE NO.

124-1011

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith a request from R. O. Dail & Warren Bros. for an extension of time on their Rocky Point School-Silver Falls Section of the Silver Creek Falls Secondary Highway.

It is an actual fact that we increased the amount of oiling work on the north section from Silverton to Silver Creek Falls, and thus delayed the completion of the oiling work on this contract. I therefore recommend that the time extension be granted without penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

NOTED
State Highway Engineer

124-1011

June 18, 1936

R. O. Dail & Warren Bros., Inc.
Third & Park Streets
Aberdeen, Washington

Gentlemen:

We are returning you today, by express, a fully executed copy of Highway Contract No. 1878, awarded you on May 26, 1936 for 9.71 miles of resurfacing and oiling on the Rocky Point School-Silver Falls Section of the Silver Creek Falls Secondary Highway in Marion County.

This copy is being sent you for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DP

124-1011

R. O. Wail & Warren Bros, Inc
Aberdeen Washington

~~The State~~ Hwy Commn today awarded you contract for resurfacing and oiling Rocky Point School–Silver Falls section of Silver Creek Falls Secondary Hwy in Marion County based on your bid submitted May 21st using tar stop Contract forms follow shortly for your acceptance

H B Flanigan. Secty
Oregon State Hwy Commn

Chester [illegible]

FORM 2-K-1 1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 26, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Reference is made to the Rocky Point School-South Falls section of the Silver Creek Falls Secondary Highway in Marion County, on which bids were received on May 21, 1936.

The award of this particular project was held up on account of the fact that at that time we had not acquired an option on the rock quarry specified in the proposal in the vicinity of Mile Post 19.01.

On May 24, 1936, H. G. Benson, Right of Way Agent, secured an option on this quarry site from Roy E. King and Bertha M. King. The acreage in the quarry is 9.827 acres, for which a lump sum consideration of $900.00, including all fencing, is to be paid. In addition to this there is a Federal Land Bank fee of $7.50 to be paid for partial release of mortgage, making a total consideration of $907.50.

It is our understanding that this site previously has been used as a quarry and that the owners thereof previously have sold approximately 40,000 cubic yards of materials at a royalty price of five cents per cubic yard. The yardage which we are to take under the existing project amounts to approximately 21,700 cubic yards. Mr. Eason states that there is a total of possibly 250,000 to 300,000 cubic yards of materials still left in the quarry and that undoubtedly this quarry will be used quite extensively by the department in future years.

We have no hesitancy in recommending the closing of the option at the price mentioned, and if the option appears satisfactory to you so that we are safe in anticipating the approval of the Commission and the awarding of a contract there appears to be no reason why the same can not be done at this time.

We note that the proposal for the project gives the contractor the option of securing materials from this source or, at his own expense, of securing materials from gravel bars in the Willamette River, the Santiam River, and the tributaries thereof. If the contractor does not elect to secure materials from this quarry it may be that you will desire to reconsider the question of securing the same, and we should be so notified prior to the next meeting of the State Highway Commission. The option will go before the Commission at that time for approval and if approved we will proceed with the closing of the option unless advice is received to the contrary. It should be borne in mind, however, that if the contractor does enter upon the quarry under the terms of the option, which gives us the right to take possession, that will be an exercise of the option and the property owners will be in a position to force us to complete the deal.

There is a stock pile site to be acquired on the Cottage Farm-Aumsville section of the Silver Creek Falls and North Santiam Secondary Highways, but no data has been received on this to date so that we are unable to state that this particular project is clear.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. G. Smith
Mr. W. E. Chandler

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

124-1011

SALEM OREGON
MAY 26 1936

R G DAIL & WARREN BROTHERS INC
THIRD AND PARK
ABERDEEN WASHINGTON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR RESURFACING AND OILING ROCKY POINT SCHOOL SOUTH FALLS SECTION OF SILVER CREEK FALLS SECONDARY HIGHWAY IN MARION COUNTY BASED ON YOUR BID SUBMITTED MAY TWENTY FIRST USING TAR STOP CONTRACT FORMS FOLLOW SHORTLY FOR YOUR ACCEPTANCE

H B GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION

file

Salem, Oregon
May 26, 1936

notice wired contractor 5/26

Bids taken May 21st

[illegible] there confirmed

R

DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired: otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
MAY 26 1936

MCNUTT BROTHERS
351½ EAST BROADWAY
EUGENE OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR GRADING AND SURFACING TYGH VALLEY SECTION OF SHERARS BRIDGE SECONDARY HIGHWAY IN WASCO COUNTY BASED ON YOUR LOW BID SUBMITTED MAY TWENTY SECOND STOP CONTRACT FORMS FOLLOW SHORTLY FOR YOUR ACCEPTANCE

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

file

Salem, Oregon
May 26, 1936

notice wired contractors 5/26

Bids taken May 21-22

get these confirmed

R

Pursuant to the instructions of the Highway Commission, the State Highway Engineer is awarding today the following jobs to the low bidders. These jobs have been held pending settlement of right of way cases.

Rocky Point School-South Falls Section of Silver Creek Falls Secondary Highway No. 188, involving surfacing and oiling of 9.7 miles. Contract awarded to R. O. Dail and Warren Bros., Inc., the low bidder, at $50,718.25.

~~Cinder Butte-Silver Creek Section of the Lakeview-Burns Highway and Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, involving 10.48 miles of surfacing and oiling. Contract awarded to the low bidder, Babler Bros., at $77,928.00.~~

Tygh Valley Section of Sherars Bridge Secondary Highway No. 290, involving 3.15 miles grading and 4.86 miles surfacing. Contract awarded to the low bidder, McNutt Bros., at $35,898.00.

Salem, Oregon
May 26, 1938

notice wired contractors 5/26

Bids taken May 21 & 22

get these confirmed

R

On April 24 the State Highway Commission referred to the Engineer with power to award to the low bidder that section of the East Portland-Oregon City Highway between the Ross Island bridge and Union Avenue, including the construction of a grade separation crossing over the Southern Pacific tracks. The award was held pending a decision of the Supreme Court relative to the jurisdiction of the State Highway Commission over the city streets of Portland. The authority of the Highway Commission was confirmed by the Supreme Court decision as of May 26.

In accordance therewith the State Highway Engineer is awarding this date the contract to the low bidder, Hoffman Construction Company, Portland, at their bid of $410,212.00.

On May 21, bids were received for the surfacing and oiling of the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary Highways, involving 5.8 miles of resurfacing and oiling. The matter was referred to the Highway Engineer with power to award, pending settlement of certain right of way conditions. The contract is being awarded today to the low bidder, Saxton & Looney and J. S. Risley, Portland, at their bid of $42,019.50 on the basis of using tar binder.

Salem, Oregon
May 29, 1936

get these confirmed

		CABLE	
GRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MAY 29 1936

SAXTON & LOONEY AND J. S. RISLEY
324 Henry Building
Portland Oregon

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT FOR COTTAGE FARM AUMSVILLE SECTION OF SILVER CREEK FALLS AND NORTH SANTIAM SECONDARY HIGHWAYS IN MARION COUNTY BASED ON YOUR BID SUBMITTED MAY TWENTY FIRST AND USING TAR CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY

By Secretary

HBG:dp
cc S. H. Probert
K. D. Lytle

R

APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-B

is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(45)

R. B. WHITE PRESIDENT
NEWCOMB CARLTON CHAIRMAN OF THE BOARD
J. C. WILLEVER FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 1936 MAY 29 PM 2 51

PRG81 35 GOVT=H PORTLAND ORG 29 240P

NOTED
State Highway Engineer

R H BALDOCK=
STATE HIGHWAY ENGINEER

THIS CONSTITUTES OUR CONCURRENCE IN AWARD OF CONTRACT AS OF THIS DATE FOR UNION AVENUE GRADE SEPARATION WPGM AND WPMH ONE SIXTY EIGHT H TO HOFFMAN CONSTRUCTION COMPANY WHO SUBMITTED LOW BID APRIL TWENTY FOURTH=

LYNCH.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

By

Secretary

HBG:dp
cc S. H. Probert
K. D. Lytle

R

		ESIRED	
		CABLE	
EGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON MAY 29 1936

HOFFMAN CONSTRUCTION COMPANY
715 S. W. COLUMBIA STREET
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT FOR CONSTRUCTION OF OVERCROSSING OVER SOUTHERN PACIFIC RAILROAD ON UNION AVENUE ON EAST PORTLAND OREGON CITY HIGHWAY BASED ON YOUR BID SUBMITTED APRIL TWENTY FOURTH   CONTRACT FORMS WILL FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

By

Secretary

HBG:dp
cc S. H. Probert
K. D. Lytle

R

		ATE CABLE	
		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables

Mackay Radio

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Form 2 Dbl

SALEM OREGON JUNE 4, 1936

MABLER BROS.
2407 N. W. 28th AVENUE
PORTLAND, OREGON

THE STATE HIGHWAY COMMISSION ON JUNE THIRD AWARDED YOU CONTRACT FOR CONSTRUCTION OF CINDER BUTTE SILVER CREEK SAGE HEN HILL PROJECT ON LAKEVIEW BURNS AND CENTRAL OREGON HIGHWAYS IN HARNEY COUNTY FOR WHICH YOU SUBMITTED LOW BID ON MAY TWENTY-SECOND STOP CONTRACT FORMS FOR YOUR ACCEPTANCE FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Fil

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:dp
cc S. H. Probert
K. D. Lytle

R

…PRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

WESTERN UNION

…is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

(02)

R. B. WHITE PRESIDENT
NEWCOMB CARLTON CHAIRMAN OF THE BOARD
J. C. WILLEVER FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at

PRG89 27 GOVT=PORTLAND ORG 3 357P
1936 JUN 3 PM 4 02

R H BALDOCK, STATE HIGHWAY ENGINEER=

RE WIRE TODAY THIS IS OUR CONCURRENCE IN AWARD OF CONTRACT OREGON FEDERAL LANDS PROJECT ONE C TO BABLER BROS WHO SUBMITTED LOW BID MAY TWENTY SECOND=

LYNCH.

NOTED
State Highway Engineer

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:dp
cc S. H. Probert
K. D. Lytle

R

June 4, 1936

Babler Bros.
2407 N. W. 28th Ave.
Portland, Oregon

Gentlemen:

Confirming our telegram to you of today's date, the State Highway Commission awarded you yesterday the contract for the Cinder Butte-Silver Creek Section of the Lakeview-Burns Highway and the Silver Creek-Sage Hen Hill Section of the Central Oregon Highway; 10.48 miles pit-run gravel surfacing and oil mat surface treatment; also furnishing of crushed rock in stock pile, in Harney County. This award was based on your bid of $77,928.00, submitted on May 22, 1936.

Contract forms will follow shortly for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:dp
cc S. H. Probert
K. D. Lytle

R

CONTRACT# [redacted] 1879

133-1003 Tygh Valley Section
Sherar's Bridge Secondary 1936
1879

133-1003

RECEIVED
DEC 19 1936
FOR FILING

#1879

December 18, 1936

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 1879 for the construction of the Tygh Valley Section of the Sherar Bridge Secondary Highway in Wasco County has been completed by the Contractor, McNutt Bros., and that final settlement will be made by the State with said contractor for work done under this contract, on or after December 28, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $33,408.95, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

133-1003

RECEIVED
DEC 19 1936
FOR FILING

#1879

December 4, 1936

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Bros., in connection with Contract No. 1879, for the construction of the Tygh Valley Section of the Sherar Bridge Secondary Highway in Wasco County. This payment will be made on or after December 14, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

CE

Form 338—5M—5-36

O[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending [illegible], 1936

Section [illegible]

Kind of work [illegible]

Highway [illegible]

Section prefix [illegible]

Contractor [illegible]

Contract number [illegible]

Date of contract [illegible], 1936

Date of completion [illegible] 21, 1936

Date work started June 11, 1936

~~Estimated~~ date of completion [illegible], 1936

Amount of contract $[illegible]

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $[illegible]

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $[illegible], [illegible] %

Date project was completed [illegible], 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

NOTED
H. W. LIBBY

[illegible]
NOV 10 1936

Signed [illegible]

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.5	[illegible]			
Miles partially completed	7.5	[illegible]			
Miles completed	[illegible]	[illegible]			
Total estimated quantities	[illegible]	[illegible]			
Estimated quantities moved or placed to date	[illegible]	[illegible]			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	[illegible]		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

133-1003

June 18, 1936

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are returning to you today by express a fully executed copy of your contract with the State Highway Commission for 3.15 mile grading and 4.86 miles surfacing on the Tygh Valley Section of the Sharar Bridge Secondary Highway, in Wasco County.

This copy is for your records and files.

Very truly yours,

Secretary

MEL.

133-1003

McNutt Bros

Eugene Ore.

State Hwy Comm today awarded you contract for grading and surfacing Tygh Valley section of Sherman Hwy secondary Hwy in Wasco County ~~[illegible]~~ based on your low bid submitted ~~[illegible]~~ May 22nd stop contract form follows ~~shortly~~ for your acceptance

R H Baldock engr
State Hwy Comm

FORM 9-A-1 6M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Secondaries

January 15th, 1936

133-1003

Mr. K. D. Lytle
Division Engineer
State Highway Engineer
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

The Commission has tentatively approved the following secondary projects to be constructed with State funds. They, however, withhold definite approval until next month, but you may make a test of the quarries and prepare the specifications.

Hood River Secondary Highway, $27,000, oiling.
Shearer's Bridge (Wasco), $25,000, grade & surface.

Mr. Cutler advises that there is also approximately $13,000 of regular secondary funds which may be spent on the Shearer's Bridge Road, which would give you a total of $38,000.

Please advise by letter whether you have sufficient surfacing and other data to work up a grading and surfacing project of $38,000 on this road, and whether it will meet with the approval of the County.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT# [redacted] 1180

124-1010 Cottage Farm-Aumsville Section
Silver Creek Falls Highway

1880

80

#118

RECEIVED
MAY 28 1937
FOR FILING

124-1010

May 26, 1937

U. S. FIDELITY & GUARANTY COMPANY
G. B. Hukles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by the Salem Sand and Gravel Company in the amount of $2,302.08, against Saxton & Looney and J. S. Risley, for work on the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary Highway, being State Highway Commission Contract No. 1880.

We are handing you herewith one of these notices, inasmuch as you are surety on the bond furnished by the contractor. We are also sending the contractor a copy.

Very truly yours,

Secretary

[illegible]

cc - Saxton & Looney and J. S. Risley
224 Henry Building, Portland

May 28, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt from your office of three copies of a notice of claim by Salem Sand and Gravel Company for $2,302.08, against the bond taken from Saxton & Looney and J. S. Risley, principals, and U. S. Fidelity and Guaranty Company, surety, for work on the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary Highway, being State Highway Commission Contract No. 1880. We are forwarding copies to the surety and the contractor.

The certified copy of the contract and bond has been furnished the Salem Sand and Gravel Company as requested.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 27 1937
OREGON
STATE HIGHWAY COMMISSION

May 26, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Salem Sand & Gravel Co. for $2302.08 against the bond taken from Saxton & Looney & J.S.Risley, principals, and U.S.Fidelity & Guaranty Company, surety, for work on the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary Highway, contract No. 1880, which was received from E. L. Crawford, Attorney, Salem, Oregon, and filed in this office on May 17, 1937.

There is also enclosed a copy of an affidavit in connection with the above claim requesting a certified copy of the contract and bond covering this work.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 4

COPY

TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

Notice is hereby given that the undersigned, Salem Sand & Gravel Co., a corporation existing under and by virtue of the laws of the State of Oregon, has a claim for the furnishing of labor and materials consisting of crushed rock, sand and gravel and the use of a dozer and trucks, in the sum of $19,942.53, of which there has been paid the sum of $17,640.45 and no more; that said claim is unpaid in the sum of $2,302.08 and is a valid subsisting claim against the bond taken from Saxton & Looney & J.S. Risley, Contractors, and United States Fidelity and Guaranty Company, surety for the work of improving the Cottage Farm-Aumsville section of Silver Creek Falls and North Santia a Secondary Highway, Marion County, Oregon, and being Contract #1280 of the Oregon State Highway Commission.

Dated May 15th, 1937.

Salem Sand & Gravel Co.

By F. S. Amunson V.P. & Mgr.

Endorsed: File No. 2667
Filed May 17, 1937
EARL SNELL,
Secretary of State

COPY

STATE OF OREGON)
) ss
County of Marion)

I, Fred S. Amunsen, being first duly sworn on oath say that Salem Sand & Gravel Co. is a corporation existing under and by virtue of the laws of the State of Oregon; that I am the managing officer of said corporation and am duly authorized to make this affidavit; that labor and material was furnished by Salem Sand & Gravel Co. to Saxton & Looney & J. S. Risley, Contractors, for the improvement of the Cottage Farm-Aumsville Section of Silver Creek Falls and North Santiam Secondary Highway, Marion County, Oregon, being an "Oregon State Highway Commission highway contract #1880, an itemized statement of which labor and materials, together with an itemized statement of the payments received thereon is hereunto attached and made a part of this affidavit; that the amount unpaid to Salem Sand & Gravel Co. thereon is the sum of $2,302.08; that the contractors to whom said labor and materials were furnished as aforesaid, is the firm of Saxton & Looney & J.S. Risley, and that their surety is the United States Fidelity & Guaranty Company; that I make this affidavit in support of the application of Salem Sand & Gravel Co. to be furnished with a certified copy of said Contract #1880 between Oregon State Highway Commission and the said Saxton & Looney & J. S. Risley, and a copy of the bond upon which United States Fidelity & Guaranty Company, a corporation, is surety, and which bond was taken in connection with the aforesaid contract, and which application is made pursuant to the provisions of Section 67-1101 O.C. 1930, as amended.

FRED S. AMUNSEN

Subscribed and sworn to before me this 15th day of May, 1937

(SEAL)

E. L. CRAWFORD
Notary Public for Oregon
My Commission expires May 1[illegible], 1939

#1880

RECEIVED
MAY 22 1937
FOR FILING
124-1010

May 20, 1937

Mr. E. L. Crawford
Attorney at Law
Ladd & Bush Bank Building
Salem, Oregon

Dear Sir:

This acknowledges your letter of the 15th instant, inclosing claim of the Salem Sand and Gravel Company against Saxton & Looney and J. S. Risley, same being in the sum of $2,302.08, representing the balance due for the furnishing of labor and materials for use in connection with their contract with the State Highway Commission for the construction of the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary Highways in Marion County, State Highway Contract No. 1880.

Responding to your affidavit attached to the claim, I am forwarding to you, under separate cover, a certified copy of the contract and bond.

I presume that you have also filed your claim with the Secretary of State in conformance with Chapter 230, Laws of Oregon for 1931, although your letter does not indicate that that has been done. That is necessary, in order that the bond be held responsible and liable for the payment of the claim, prior to the expiration of six months after date of acceptance of the contract by the State Highway Commission.

Very truly yours,

Secretary

EBG:AM

May 21, 1957

U. S. FIDELITY & GUARANTY COMPANY
C. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from the Salem Sand & Gravel Company, through its attorney, E. L. Crawford, of its claim against Saxton & Looney and J. S. Risley, in the amount of $2,302.06, balance due and unpaid for the furnishing of labor and materials consisting of crushed rock, sand and gravel and the use of a dozer and trucks, in connection with the construction of the Cottage Farm-Aumsville Section of Silver Creek Falls and North Santiam Secondary Highway, in Marion County, being Oregon State Highway Commission contract No. 1880.

A copy of this claim is enclosed for your information. This notice is being sent you inasmuch as you appear as surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

AH:MEL

cc - Saxton & Looney and J. S. Risley

ASSOCIATED
OTTO M. BOWMAN

E. L. CRAWFORD
ATTORNEY AT LAW
LADD & BUSH BANK BUILDING
SALEM, OREGON

RECEIVED
MAY 17 1937
OREGON
STATE HIGHWAY COMMISSION

May 15th, 1937.

State Highway Commission,
1146 Court Street,
Salem, Oregon.

Dear Sirs:-

I enclose herewith a claim on behalf of Salem Sand & Gravel Co. to be filed in the usual manner.

Very truly yours,

E L Crawford

E. L. Crawford.

ELC:AH
Enc.

TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

Notice is hereby given that the undersigned, Salem Sand & Gravel Co., a corporation existing under and by virtue of the laws of the State of Oregon, has a claim for the furnishing of labor and materials consisting of curshed rock, sand and gravel and the use of a dozer and trucks, in the sum of $19,942.53, of which there has been paid the sum of $17,640.45 and no more; that said claim is unpaid in the sum of $2,302.08 and is a valid subsisting claim against the bond taken from Saxton & Looney & J. S. Risley, Contractors, and United States Fidelity and Guaranty Company, surety for the work of improving the Cottage Farm- Aumsville section of Silver Creek Falls and North Santiam Secondary Highway, Marion County, Oregon, and being Contract #1880 of the Oregon State Highway Commission.

Dated May 15th, 1937.

Salem Sand & Gravel Co.

By F. D. Arunsen V.P.&Mgr.

TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

Comes now Salem Sand & Gravel Co., a corporation, and makes application for a certified copy of the contract between Oregon State Highway Commission and Saxton & Looney & J. S. Risley, Contractors, being Contract #1880, together with a copy of the bond taken in connection with the same, which application is made pursuant to the provisions of Section 67-1101 O.C. 1930 as amended.

The affidavit of Fred S. Anunsen together with the exhibit attached are tendered in support of this application.

Dated May 15th, 1937.

Salem Sand & Gravel Co.

By F. S. Anunsen V.P. Mgr.

STATE OF OREGON)
) ss
County of Marion)

I, Fred S. Anunsen, being first duly sworn on oath say that Salem Sand & Gravel Co. is a corporation existing under and by virtue of the laws of the State of Oregon; that I am the managing officer of said corporation and am duly authorized to make this affidavit; that labor and material was furnished by Salem Sand & Gravel Co. to Saxton & Looney & J. S. Risley, Contractors, for the improvement of the Cottage Farm - Aumsville Section of Silver Creek Falls and North Santiam Secondary Highway, Marion County, Oregon, being an "Oregon State Highway Commission highway contract #1880, an itemized statement of which labor and materials, together with an itemized statement of the payments received thereon is hereunto attached and made a part of this affidavit; that the amount unpaid to Salem Sand & Gravel Co. thereon is the sum of $2,302.08; that the contractors to whom said labor and materials were furnished as aforesaid, is the firm of Saxton & Looney & J. S. Risley, and that their surety is the United States Fidelity & Guaranty Company; that I make this affidavit in support of the application of Salem Sand & Gravel Co. to be furnished with a certified copy of said Contract #1880 between Oregon State Highway Commission and the said Saxton & Looney & J. S. Risley, and a copy of the bond upon which United States Fidelity & Guaranty Company, a corporation, is surety, and which bond was taken in connection with the aforesaid contract, and which application is made pursuant to the provisions of Section 67-1101 O.C. 1930, as amended.

Fred S. Anunsen

Subscribed and sworn to before me this 15th day of May, 1937.

Ed. Crawford
NOTARY PUBLIC FOR OREGON
My Commission Expires May 10, 1939

M Saoton & Looney & J. S. Risley, Contractors,

Address 324 Henry Building, Portland, Oregon.

In Account with SALEM SAND & GRAVEL CO.

DEALERS IN

SAND, ROCK AND GRAVEL

Office and Bunkers: 1405 N. Front St. *Telephone 9408*

1936			Charges	Credits
From		Rock back-fill, 122 c.y. @ $1.45 per c.y.	$ 176.90	
N June		Rock surfacing, 9,918 " 1.45 "	14,381.10	
		Mineral Aggregates, 1,770 " 1.93 "	3,416.10	
		In stock piles:		
to		¾" to ½",.........498.65 c.y. @ $1.93 "	962.39	
		½" to ¼",........ 184.99 " 1.93 "	357.05	
		¼" to 0",........ 271.05 " 1.93 "	523.13	
Oct.		Maintenance material from stock piles: 16.39 c.y. 1.93 "	31.63	
Aug.	10	Check on account		4,854.77
Sept.	17	Check on account		12,785.68
June	19	Use of Dozer, cleaning stock pile site	40.00	
Oct.	31	Use of Trucks, pulling grader	54.25	
		Sub-totals,..........	$19,942.53	$17,640.45
		Less credits,.......	$17,640.45	
		Net balance due,....	$ 2,302.08	

This material was furnished on Oregon State Highway Commission, contract #1880, with Saxton & Looney & J. S. Risley, contractors, on the Cottage Farm-Aumsville section of Silver Creek Falls and North Santiam secondary highway, Marion County, Oregon.

U. S. Fidelity & Guaranty Company, bond, Mr. G. B. Eckles, Agent, Bedell Building, Portland, Oregon. Contract accepted by Oregon State Highway Commission, Nov. 18, 1936.

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

x

RECEIVED
MAY 3 1937
FOR FILING
124-1010

April 30, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

You are advised that the oil surface on the Cottage Farm-Aumsville Section, which was constructed last year, is in a good, smooth, stable condition, but shows a quite open coarse texture. The section on which cotton fabric was used caused considerable extra patching, due to the tendency of raveling and displacement of aggregate above the cotton fabric. Had we not kept constant watch of this condition and repaired the ravels as they occurred, the displacement would have been very heavy. Except for the patches, however, the surface appearance is quite uniform throughout the job, both where the cotton fabric was used and on the other sections.

124-1010

Orders have been approved and plans made to reseal this section throughout with an O-30 application by state forces this coming summer. A reseal also will be applied on the Rock Point School-Silver Falls Section and the Liberal-Marquam Section.

124-1011

103-1010

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓

RECEIVED
FEB 9 1937
FOR FILING

124-1010

February 8, 1937

United States Fidelity & Guaranty Co.
G. B. Eckles, Agent
Bedell Building
Portland, Oregon

Gentlemen:

On January 16, we advised you that final payment would be made to Saxton & Looney and J. S. Risley, in connection with our contract No. 1880, Cottage Farm-Aumsville Section, on or after January 26, 1937. At that time we advised you that the total amount paid would be $46,990.93.

Since that time an adjustment has been made and the total amount to be paid the contractors in connection with the above project will be $48,248.93.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1880

RECEIVED
JAN 18 1937
~~FOR FILING~~
124-1010

January 16, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
[illegible] Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1880 for the construction of the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary Highways in Marion County, has been completed by the contractors, Saxton & Looney and J. S. Ridley, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 28, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $46,990.93, including the final payment. Of this amount [illegible].13, was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1880

RECEIVED
DEC 30 1936
FOR FILING

124-1010

December 30, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton & Looney and J. S. Risley on Contract No. 1880 for the construction of the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary Highways in Marion County. This payment will be made on or after January 9, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—7-36

O[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 26, 1936

Section Cottage Farm-Aumsville

Kind of work Resurfacing & Oiling

Highway Silver Creek Falls & N. Santiam

Section prefix 124-1010

Contractor Saxton & Looney & J. S. Risley

Contract number 1880

Date of contract May 29, 1936

Date of completion Sept. 30, 1936

Date work started June 15, 1936

Estimated date of completion ...., 193...

Amount of contract $ 42,019.50

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $ 47,246.09

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 1515.00, 3.78 %

Date project was completed Sept. 28, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this section completed. The Semi Final Estimate for this project was submitted to the Division Office December 21, 1936.

NOTED
H. W. LIBBY

RECEIVED
DEC 28 1936
DIVIS[illegible]NEER

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bull Dozers** ...., **Sheet-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

November 24, 1930

IN REPLY PLEASE REFER TO FILE NO.

124-11-01

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a letter from Saxton & Looney submitting a claim of their oiling subcontractor, Frank Kernan, in the amount of $2,686.66 for extra expense in connection with the setting up of the new macadam on the Annsville-Cottage Farm project.

There is also attached a report of costs on this work by Mr. Clymer. In this report, Mr. Clymer has assumed the State would use a mineral filler hauled from Salem at a cost of $2.50 per cubic yard, and has made his calculations on anticipated profit to the contractor on this basis. This filler was mentioned but was not considered, and I believe the basis of comparison should be on the contract estimate - the work called for under the contract and the work he planned and expected to do. Correcting Mr. Clymer's first sheet then would give a gross revenue, as provided in the contract estimate, of $3,910.00 with an estimated cost of doing the work of $3,028.40, or an anticipated net profit of $881.60.

The actual cost of doing the work under the changed plan was $8,060.80. The gross return to the contractor was $8,960.85, which gave a profit to the contractor of $900.05, a greater profit than the anticipated profit under the original contract plan. This actual profit was made by the subcontractor.

You will note by Mr. Clymer's report the total cost of labor and machine work in setting up the loose macadam rock with oil was $1,527.54. The contract provided an item for preparation in the amount of $579.00. The additional work involved, therefore, cost only $948.54. This was more than offset by the profit on the additional oil used.

NOTED
State Highway Engineer

Mr. R. H. Baldock   November 24, 1936

The actual profit on the oil used - contract bid price less actual cost - was $5.95 per ton. There was 232.4 tons more than called for in the contract, which gave an added profit of $1,382.78.

Viewing it from another angle. Had Mr. Kernan done the oiling work as set forth in the contract, he would have received for the 78 tons of binder course oil and the preparation work a total of $2,685.00. This would have cost him in accord with Mr. Clymer's estimate $2,114.30, or a profit of $570.70. His actual profit, however, on the work as he performed it was $900.05. To summarize, there was a greater profit made on the contract for the work actually done than would have been made under the plan as provided in the contract, and the subcontractor made a greater profit in the binding up work than he could have made had the binding work been limited to 78 tons of oil.

With respect to Mr. Kernan's claim, I find some error and discrepancy. He makes charges for purported extra work involved on the basis of 20 days. The rollers actually worked only 10 days and the graders 15 days. There was only 12 day's work in spreading the oil in the binding process according to our records, which I believe are correct. Mr. Kernan has estimated a daily use of gas, oil and grease which is about double what it should be. If we assume Mr. Kernan's cost to be correct, he would have sustained an actual loss of $261.07 on this part of the work. I believe, however, Mr. Clymer has collected the costs that properly apply and that a profit to the subcontractor actually resulted.

It is granted that the contractor is entitled to a profit equal to the anticipated profit on the original plan as estimated by Mr. Clymer, or $570.70. If the profit on the altered plan is more than this, I think we owe the contractor nothing more. If it could be proved the profit were less, an adjustment should be made.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓

R H BALDOCK.

RECEIVED

124-1010

Silver Creek Falls & North Santiam Highways
Cottage Farm-Aumsville Section, Surfacing & Oiling
Contract 1880, Prefix 124-1010
Saxton, Looney & Risley, Contractors
Frank Kernan, Sub-Contractor (Oiling)
Hedda Swart, Resident Engineer

Crushed gravel (1¼" - 0") Surfacing set up with RC3 Cutback instead of Filler.

No suitable filler material was available near the job. The contractor could have purchased a suitable mineral filler from the Oregon Sand and Gravel Co. for $1.45 per cu. yd. delivered on the job, but the cost to the State would have been excessive due to the long haul, average 10 miles. The contractor's bid prices were $0.50 for filler and $0.20 per yard mile for haul, so that cost to the State would have been $2.50 per cubic yard.

In lieu of the filler, it was decided to use RC3 cutback to bind the crushed gravel surfacing, 9918 cubic yards of crushed rock had been spread on the road, an average of 1713 cubic yards per mile. There was too much surfacing material to bind with one spread of cutback. About 75% of the surfacing material was bladed into windrows on the edges of the road. The surface was bladed and rolled and then a spread of RC3 cutback was applied, after which about one-third of the material in windrows was bladed over the cutback. Three spreads of cutback on 4.53 miles and four spreads on 1.26 miles were required to bind the surfacing material. 310.459 tons of RC3 cutback were used instead of 78 tons which was the estimated amount if filler had been used. However, a better job was obtained by using the additional cutback.

The binder course was laid in 12 days, an average of 25.8 tons per day. Work on binder course was started Sept. 2nd and finished Sept. 18, 1936.

The contractor stood to make a nice profit on filler if specifications had not been changed. The estimated profit on items that were changed would have been about $1,580. After specifications were changed the profit on these items was only $900, a difference of $680.

E. H. Clymer
Cost Analyst

Estimated Cost and Profit to Contractor

if the specification had not been changed and the filler sprinkling and one coat of R C 3 Binder had been used.

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Filler		1000 c y		$0.50	$ 500.00
Filler Haul		10000 Y M		0.20	2,000.00
Filler would have cost contractor $1.45 delivered on job plus $0.15 For Processing Total $1.60	1,600.00		1.60		
Sprinkling (Subbed for $1.40)	420.00	300 M Gal	1.40	1.75	525.00
RC 3 Cutback in Binder Course		78 tons		27.00	2,106.00
Estimated Cost to Contractor:					
R C 3 Cutback	1,170.00	78 Tons	15.00		
Freight on Cutback	140.40	78 "	1.80		
Heat Cutback	117.00	78 Tons	1.50		
Haul and Spread	214.50	78.00	2.75		
Blade Gravel Surfacing into windrow then blade over cut back and roll					
Estimated Cost:					
2 - Graders 5 days at $22.00	220.00				
2 - Rollers 5 " " 24.50	247.50				
Preparation of Base		5.79 Mile		100.00	579.00
	$4,129.40				$ 5,710.00

Gross Revenue	$ 5,710.00
Estimated Total Cost	4,129.40
Net Profit	$ 1,580.60

Approximate Cost and Profit to Contractor for Binding

Gravel Surfacing with R C 3 Cutback

Cost of Cutback:

310.439 Tons at $15.00 per Ton at Willbridge	$ 4,656.59
Freight from Willbridge to Aumsville at $1.80 per ton	558.79
	$ 5,215.38

Cost of Heating

Labor Boilermen	175.12
Rental Boiler 20 days at $5.00	100.00
Fuel, Pipes, Misc.	75.00
Move in Setup	50.00
Supervision & Overhead	75.00
	$ 475.12

Cost of Hauling and Spreading Cutback

Distributor Operator and Leverman	$ 171.01
Flagmen	78.75
Laborers	23.00
Rental on Distributer 16 days at $20.00	320.00
Gas - oil - grease	80.00
Move in	50.00
Supervision and Overhead	120.00
	$ 842.76

Blade Gravel Surfacing into windrows along edge of road and then spread back over cutback There was too much rock on the road to bind with one spread of oil. Three spreads were required on 4.53 miles and four spreads were required on 1.26 miles.

Cost:-

Grader Operations	$ 166.14
Roller Operations	126.40
Rental on 2-10 ton rollers 10 days each at $12.50	250.00
Rental " 2 Graders 15 days each " 10.00	300.00
Gas Oil & Grease	325.00
Move in	150.00
Supervision and Overhead	210.00
Total	$ 1,527.54

SUMMARY

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
R C 3 Cutback in Binder Course		310.439 Tons		27.00	$ 8,381.85
Cost of Oil~~ing~~ INCLUDING Freight	5,215.38	"	16.80		
Heat Oil	475.12	"	1.53		
Haul and spread oil	842.76	"	2.77		
Blade Gravel Surfacing into windrows and then blade back over cutback and roll	1,527.54				
Preparation of Base		5.79 Miles	-	100.00	579.00
TOTAL	$ 8,060.80				$8,960.85

Gross Revenue	$ 8,960.85
Total Cost	8,060.80
Net Profit	$ 900.05

Remarks:

The contractor's profit on items that were changed would have been about $1,580.00 if no change had been made. After specifications were changed the profit was only $900.00 a difference of $680.00

E. H. Clymer,
Cost Analyst.

Nov. 10, 1936

500 7-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, Division Engineer

SALEM

124-1010

September 14, 1936

In reply please refer to File No.

124-1010

Saxton & Looney & J. S. Risley,
Contractors,
324 Henry Building,
Portland, Oregon.

Gentlemen:

At the urgent request of F. J. Kernan, subcontractor for the oiling work on the Aumsville-Cottage Farm Section of the North Santiam Highway, contract No. 1880, we will give our permission to substitute RC 3 cutback asphalt for Gasco, as provided in the contract for the O-9 oil mat, with the understanding that the bid price for cutback asphalt will apply to all of this material used in both binder courses, and the oil mat, and that the contract bid items for such amounts as used, whether underrun or overrun, will be full and complete compensation for all work required in connection with this contract.

You will please indicate your acceptance of this change by signing the statement at the bottom of this letter, and return to this office.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
Saxton & Looney & J. S. Risley

We hereby agree and subscribe to the change as above outlined in connection with our contract No. 1880.

____

FORM 2-A4 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

124-1010

September 4, 1936

124-1010

Saxton & Looney & J. S. Risley
324 Henry Building
Portland, Oregon

Gentlemen:

We are returning herewith one copy of your proposed sub-contract with F. J. Kernan for oiling the Cottage Farm-Aumsville section of the Silver Creek Falls and North Santiam secondary highway in Marion County, contract #1880.

This instrument has been approved by the attorney and this office and this letter is your authority to commence work under the agreement immediately.

Very truly yours,

F. D. Mason
Division Engineer

By

G. W. Rees
Office Engineer

GWR:KF
cc R. H. Baldock
H. G. Smith
H. S. Swart

124-1010

Cottage Farm –
Aumsville Project

August 13, 1936

Mr. E. C. Albin, Acting Chief
Commodities Purchase Section
Agricultural Adjustment Administration
Washington, D. C.

Dear Mr. Albin:

The enclosed receipts and loading manifest are being sent to you in accordance with the instructions contained in your letter of July 14th, file A-4.

The receipts and loading manifest referred to apply to a shipment of 21,010 yards of cotton fabric consigned to the State Highway Commission at Salem, Oregon. The shipment was received on August 11th.

Very truly yours,

State Highway Engineer

Encl.

BALE LIST - COTTON FABRIC RECEIVED

Car No. A. & W. P. 37041 Bill of Lading No. A-1471614

Received at Salem, Oregon, Aug. 11, 1936

1. A-4 Fabric - 62" Width:

Bale No.	Gross Wt.	Net Wt.	Yards
129	185	180	327
124	144	139	244
132	162	157	277
130	164	159	280
131	106	101	177
123	156	151	255
122	145	140	244
113	153	148	260
128	153	148	263
121	149	144	258
106	114	109	194
120	193	188	331
105	141	136	237
127	177	172	307
126	168	163	290
111	143	138	246
104	176	171	300
110	176	171	304
109	160	155	270
125	148	143	256
103	116	111	194
53	83	78	136
134	163	158	273
133	92	87	153
112	156	151	266
118	173	168	293
117	93	88	157
135	124	119	208
	4113	3973	7000

2. B-4 Fabric - 56" Width:

Bale No.	Gross Wt.	Net Wt.	Yards
181	105	100	238
180	130	125	300
179	100	95	223
178	98	93	222
177	148	143	347

2. B-4 Fabric - 56" Width - Cont'd:

Bale No.	Gross Wt.	Net Wt.	Yards
176	155	150	360
175	128	123	294
171	145	140	331
173	140	135	323
174	106	101	244
167	120	115	278
172	97	92	228
170	117	112	267
165	90	85	200
161	91	86	206
169	104	99	235
168	135	130	310
112	99	94	224
97	86	81	189
151	122	117	280
105	151	146	357
155	100	95	230
132	82	77	185
156	151	146	347
149	135	130	307
160	126	121	285
	3061	2931	7010

3. C-4 Fabric - 62" Width:

Bale No.	Gross Wt.	Net Wt.	Yards
120	110	105	327
118	120	115	360
115	120	115	360
113	122	117	359
112	100	95	300
111	122	117	360
114	122	117	360
117	105	100	309
110	45	40	128
107	96	91	284
109	77	72	220
74	97	92	290
108	78	73	228
57	95	90	283
43	103	98	309
98	116	111	345
100	87	82	250
97	108	103	320
105	94	89	277
116	91	86	267
119	70	65	195

3. C-4 Fabric - 62" Width - Cont'd:

Bale No.	Gross Wt.	Net Wt.	Yards
122	79	74	226
121	80	75	233
123	31	26	80
76	107	102	330
	2375	2250	7000

BALE LIST - COTTON FABRIC RECEIVED

Car No. A. & W. P. 37041 Bill of Lading No. A-1471614

Received at Salem, Oregon, Aug. 11, 1936

1. A-4 Fabric - 62" Width:

Bale No.	Gross Wt.	Net Wt.	Yards
129	185	180	327
124	144	139	244
132	162	157	277
130	164	159	280
131	106	101	177
123	156	151	255
122	145	140	244
113	153	148	260
128	153	148	263
121	149	144	258
106	114	109	194
120	193	188	331
105	141	136	237
127	177	172	307
126	168	163	290
111	143	138	246
104	176	171	300
110	176	171	304
109	160	155	270
125	148	143	256
103	116	111	194
53	83	78	136
134	163	158	273
133	92	87	153
112	156	151	266
118	173	168	293
117	93	88	157
135	124	119	208
	4113	3973	7000

2. B-4 Fabric - 56" Width:

Bale No.	Gross Wt.	Net Wt.	Yards
181	105	100	238
180	130	125	300
179	100	95	223
178	98	93	222
177	148	143	347

2. B-4 Fabric - 56" Width - Cont'd:

Bale No.	Gross Wt.	Net Wt.	Yards
176	155	150	360
175	128	123	294
171	145	140	331
173	140	135	323
174	106	101	244
167	120	115	278
172	97	92	228
170	117	112	267
165	90	85	200
161	91	86	206
169	104	99	235
168	135	130	310
112	99	94	224
97	86	81	189
151	122	117	280
105	151	146	357
155	100	95	230
132	82	77	185
156	151	146	347
149	135	130	307
160	126	121	285
	3061	2931	7010

3. C-4 Fabric - 62" Width:

Bale No.	Gross Wt.	Net Wt.	Yards
120	110	105	327
118	120	115	360
115	120	115	360
113	122	117	359
112	100	95	300
111	122	117	360
114	122	117	360
117	105	100	309
110	45	40	128
107	96	91	284
109	77	72	220
74	97	92	290
108	78	73	228
57	95	90	283
43	103	98	309
98	116	111	345
100	87	82	250
97	108	103	320
105	94	89	277
116	91	86	267
119	70	65	195

RECEIVED
AUG 5 1936
OREGON
STATE HIGHWAY COMMISSION

Scottdale, Ga.
August 1, 1936

State Highway Commission,
Salem, Oregon.

Gentlemen;-

Enclosed herewith bill of lading #A-1471614, my file #RF-49, car containing 21,010 yards of cotton road fabric, car A & WP 37041.

Complete manifest is nailed inside the car door.

Very truly yours,

ALVA C. RICHARDS
Marketing Specialist.

JCD:MJ - encl.

Bill of lading turned over to Ry. Co.
Manifest sent to H. C. Albin, U.S. Dept. of Agric., Washington D.C.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

124-1010

July 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.
124-1010

Saxton & Looney and J. S. Risley,
Contractors,
324 Henry Building,
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen:

There is attached hereto a copy of your sub-contract with L. E. Barklow and J. R. Saxton for performing the sprinkling on the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Highways in Marion County, Contract No. 1880.

This agreement has been approved by the attorney and this office, and this letter is your authority to begin work immediately.

Yours very truly,

F. W. MASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
W. C. Smith
H. S. Smart

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

124-1010

July 18, 1936

IN REPLY PLEASE
REFER TO FILE NO.
124-1010

Saxton & Looney and J. S. Risley,
Contractors,
324 Henry Building,
Portland, Oregon.

Gentlemen:

There is attached hereto a copy of your subcontract with L. E. Barklow and J. R. Saxton for performing the sprinkling on the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Highways in Marion County, Contract No. 1880.

This agreement has been approved by the attorney and this office, and this letter is your authority to begin work immediately.

Yours very truly,

F. W. MASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AN
cc R. H. Baldock
W. O. Smith
H. S. Swart

FORM 2-A-1 6M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

124-1010

July 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

124-1010

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. H. Devers.

NOTED
State Highway Engineer

Dear Sir:

There is attached hereto a copy of a proposed subcontract between Sexton & Looney and J. S. Risley, parties of the first part, and L. R. Barklow & J. R. Sexton, parties of the second part, for performing the sprinkling on the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Highways in Marion County, Contract No. 1880. May we have your approval as to form.

Yours very truly,

F. D. MASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock ✓
H. G. Smith
H. S. Swart

124-1010

June 18, 1936

Saxton and Looney and J. S. Risley
324 Henry Bldg.
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 1880, awarded you on May 29, 1936 for 5.79 miles resurfacing and oiling on the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary Highways in Marion County.

This copy is being sent you for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP

124-1010

May 29, 1936

Saxton & Looney & J. S. Risley
324 Henry Building
Portland, Oregon

Gentlemen:

Confirming our telegram of today's date, the State Highway Commission has awarded you today the contract for 5.8 miles resurfacing and oil mat surface treatment, also the furnishing of crushed material in stock pile, on the Cottage Farm-Aumsville Section of Silver Creek Falls and North Santiam Secondary Highways in Marion County.

This contract is based on your bid, submitted May 21, 1936, of $42,019.50, using tar.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DP

124-1010

April 29, 1936

Mr. R. H. Baldock
OFFICE

Dear Sir:

The State Highway Commission at its April 24 meeting approved increasing the allocation for the Cottage Farm-Aumsville Project by an amount of $15,000 or $20,000 for stabilizing the road bed ~~p[illegible] and~~ before oiling. This is a state project to be financed with state money.

Very truly yours,

Secretary

[redacted]:dg
CC M. G. Smith
S. H. Probert

CONTRACT # 1881

WPGM-MH 168-H Union Ave. Overcrossing 1936
East Portland-Oregon City
Hwy.

1881

RECEIVED
MAY 22 1939
FOR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

WPGM 168-H

RECEIVED
MAY 13 1939
STATE HIGHWAY

May 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon WPGM 168-H
Union Avenue Overcrossing

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

CR-AAM-6293

Section H,
Oregon U. S. Works Program Grade Crossing Project No. WPGM 168.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 7, 1936, by the Oregon State Highway Commission, and on February 15, 1937, by the Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on February 24, 1938, by the said State Highway Commission, and on March 18, 1938, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section H of Oregon U. S. Works Program Grade Crossing Project No. WPGM 168; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the estimate approved for said Section H to provide for increasing the amount of Federal funds from $228,900 to $255,904:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the estimate approved for said Section H be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred fifty-five thousand, nine hundred four and 00/100 dollars ($255,904.00) as the share of the United States payable under said act on account of Section H of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

1938

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section H of said project shall not in any event exceed the sum of two hundred fifty-five thousand, nine hundred four and 00/100 dollars ($255,904.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-three thousand, six hundred ninety-six and 00/100 dollars ($263,696.00), the approved total estimated cost of Section H of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 7th day of April, 1939, and the Secretary of Agriculture on the _____ day of APR 27 1939, 1939.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By Herman W. Oliver
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

Section H, Oregon U. S. Works Program Grade Crossing Project No. WPGM 168.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Grade Crossing Project No. WPGM 268-H State of Oregon

Second. That in accordance with said provisions I have approved the sum of $263,696.00 in lieu of the $228,900.00 approved by Certificate of March 18, 1938, as the total estimated cost of said project, and the sum of $255,904.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of APR 27 1939 one thousand nine hundred and ______

Secretary of Agriculture,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM 3-X-1 2500 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

H. B. Glaisyer

168H1

May 3, 1939

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Mr. Lynch:

Referring again to the issue involving the right and authority of the State of Oregon to ask for and receive reimbursement for the amount of money expended by the Portland Traction Company in connection with moving and reestablishing its rails and facilities as a part of the Union Avenue viaduct project, I beg to offer the following observations and conclusions:

Observations:

1. The project in connection with which this controversy has arisen is one which calls for the disbursement of funds appropriated by the Federal Government for grade crossing eliminations.

2. One of the streets involved in the City of Portland is S. E. Grand Avenue, upon which the Portland Traction Company had installed its facilities and was operating a street car schedule.

3. The Portland Traction Company occupied the street by virtue of a franchise authorized by ordinance duly adopted by the City Council of the City of Portland December 19, 1933.

4. The Federal Government, the State of Oregon, and the City of Portland effected a mutual agreement, as a result of which there was to be constructed a viaduct to carry traffic over the Southern Pacific tracks, and said project included the city street upon which the Portland Traction Company was operating a street car line.

5. The franchise, among other provisions, contains the following:

> "Nothing in this franchise shall be construed to prevent the City through its Council from constructing sewers, grading, paving, planking, repairing and/or altering of any street, alley or avenue, or the laying down or repairing of water mains, or the construction of other public works by the City. All such work shall be done, if possible, in such manner as not to obstruct, injure or prevent the free use and operation of the lines of the Company, provided, however, that if any of the wires, cables, appliances, conduits, ties, tracks

> or structures of the Company shall be placed in any of the streets, alleys, avenues and/or public places or grounds of the City so as to directly interfere with the construction of any public improvement, whether it be the construction of a sewer, improvement of a street, or the laying of a water main, all such poles, wires, cables, appliances, conduits and structures shall be removed or replaced in such manner as shall be directed by the City or such officer of the City as the Council may designate, so the same shall not interfere with said public work of the City, and such removal shall be at the expense of the Company."

6. The plans mutually agreed upon for the said street improvement contemplated and required the removal of the Traction Company's railroad from said street and its reestablishment on some other street.

7. By agreement entered into on the twenty-second day of May, 1936, by and between the State Highway Commission, the City of Portland and the Portland Traction Company it was provided that the State should construct a new railroad grade upon which to move and install the facilities of the said Traction Company and should, under the conditions and at the time fixed in said agreement, place a suitable concrete pavement between the ties and in a certain portion of the street area.

8. By said agreement the City was obligated to grant to the Traction Company permission to install, operate and maintain its railroad track and equipment over and along the street or streets to which the Traction Company was required to move when required to vacate its former location.

9. In said agreement the Traction Company consented to the termination of its permit or franchise over that portion of S. E. Grand Avenue and S. E. Woodward Street between S. E. Grand Avenue and S. E. 6th Avenue, and consented to relocate its line on the new route mutually agreed upon.

10. It was also provided in said agreement that the State would reimburse the Company for the actual cost of furnishing and installing on said new railroad roadbed ties, rails and necessary fittings and would reimburse the Company for other costs incident to the removal and rearrangement of its tracks and facilities, all of which reimbursements, however, were to be controlled by Works Program General Memorandum No. 6 issued by Thomas H. MacDonald, Chief of the United States Bureau of Public Roads, under date of August 15, 1935. At the time that the said agreement was proposed and prepared Works Program General Memorandum No. 24, dated May 20, 1936, was not known to the contracting parties, and, therefore, can in no wise control or influence the present controversy, either with respect to any benefits which it may hold over the previous memorandum or with respect to any restrictions which it has and which the previous memorandum did not contain.

11. That on the 22nd day of October, 1937, the State of Oregon, by and through its State Highway Commission, entered into an agreement with the City of Portland by which the State took over for construction and maintenance purposes certain city streets which were named and designated in said agreement, and among other provisions set out in said agreement the City agreed to "make available to the State the benefits of any franchise or agreement with any public utility covering the use by a public utility of any of the streets or portions of any of the streets named herein, by which franchise or agreement such utility is obligated to maintain, improve or reconstruct any street, streets or portion of a street or streets designated in this agreement, except bridges over the Willamette River."

The foregoing observations disclose in brief the history of this controversy. Section 44-2707, and Section 44-2708, Oregon Code 1935 Supplement, are the provisions of law which grant to the Highway Commission authority to take over, construct and maintain streets in the City of Portland, and it is to be observed that those statutes grant to the City and the State the privilege of entering into an agreement, in which agreement there shall be fixed the proportion which each party shall contribute to such project, and said agreement may likewise contain such other matter as the City and the State may agree upon.

The Highway Commission and the City of Portland, as has been noted above, entered into an agreement within the purview and reach of the said statutes, which agreement contained the things to be done by the State and the things to be done by the City. Subsequent to the execution of that agreement the City and the State entered into another agreement, which is likewise noted above, by which agreement the State, with the consent of the City, took over certain streets and in that agreement there is again outlined in detail the things that are to be done by the State and the things that are to be done by the City. In the enumeration of things to be done by the City there is the provision that we have quoted above whereby the City is obligated to make available to the State the benefits of any franchise or agreements held by any public utility and which affect any of the streets taken over by the State. It will be noted, however, that the benefits which the City is obligated to make available to the State are benefits which obligate the utility involved to maintain, improve or reconstruct any street or streets. The City is not obligated to make available to the State the benefits of any franchise which obligates, in this instance, the railroad company to stand the cost of moving its tracks and facilities from one street to another street.

It is true, as a matter of law, that had the City at its own expense been carrying on the street construction which we are now discussing it could have required the railroad company to move its tracks and facilities at its own expense. The City did not make that privilege and that authority available to the State, and since the State Highway Commission is not a party to that agreement it would have no standing in court, without the support of the City, to force the Company at its expense to remove its facilities from the street taken over by the Commission for improvement.

Had the Commission been advised of the provisions of Memorandum No. 24, the Commission could have required, when negotiating with the City, that the City impose upon the Traction Company the cost of transferring, altering and changing its facilities so as to conform to the necessities brought about by the contemplated grade separation project. The City could have refused, of course, to take advantage of its privileges under the ordinance or franchise, in which event there would have been two courses open; namely, the assumption of that additional cost by the State or the abandonment of the project.

Subsequent developments indicate that the ultimate results would have been no different than they now are, other than, of course, there might have been the complete abandonment of the proposed project if the Highway Commission had demanded relief from the cost incurred by the railroad company, for it is very unlikely that the City, even though requested by the State, would have insisted upon the traction company bearing such a heavy expense.

To state the situation in another way, the City was the only governmental agency vested with authority to require the Traction Company to vacate the street proposed for improvement. The City could not be forced by the State Highway Commission to exercise that authority, nor could the City by the State be compelled to assign or transfer that authority to the State. Therefore, there were only two courses open to the Highway Commission; namely, abandon the project entirely, or assume the cost incident to the removal of the Traction Company's facilities from the street proposed for improvement to the new location designated. In this state the Supreme Court has repeatedly held that the jurisdiction of public highways, whether they be state highways, county roads or city streets, is vested in the legislature, and that the legislature may delegate that authority to some government agency, and having once delegated the authority the legislature may recall that delegated authority and vest it in some other agency. The legislature has delegated to the cities jurisdiction over the city streets and has delegated to the counties jurisdiction over county roads, and to the State Highway Commission jurisdiction over primary and secondary state highways.

By the provisions of the sections of law to which we have heretofore referred, the legislature has created a sort of joint or dual jurisdiction over city streets. In other words, it has provided that streets, over which the State Highway Commission has elected to route state highway traffic, may be constructed, improved and maintained by joint agreement between the City and the State Highway Commission, but the legislature has not, in the statutes referred to, arbitrarily taken from the city any of its delegated authority and vested the same in the State Highway Commission. The whole tenor of the statute is a permissive authority and jurisdiction on the part of the State and the City.

It is my opinion, in view of all of the circumstances and in view of the dual authority vested in the Highway Commission and the City of Portland with respect to the streets of Portland, that the City could not have been forced to make available to the State the benefits of the franchise under which the Traction Company operated, and, therefore, since the State could not force the Traction Company to move its railroad and facilities at its own expense there was no course open to the State other than the one it followed, unless it had elected to abandon the project entirely.

Yours very truly,

J. M. DEVERS

JMD:PW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
MAR 28 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. WPGM 168-H

March 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon WPGM 168-H
Union Avenue Overcrossing
East Portland-Oregon City section

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
E. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. WPGM 168-H

RECEIVED
MAR 28 1939
OREGON
STATE HIGHWAY COMMISSION

March 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon WPGM 168-H
Union Avenue Overcrossing
East Portland-Oregon City section

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications~~.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM 2-104 2500 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

REFERRED To Mr. Baldock
By Asst. State Highway Engineer

FOR FILE

168-H

March 22, 1939

NOTED
State Highway Engineer

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Mr. Lynch:

Your letter of March 16th addressed to R. H. Baldock, with respect to the eligibility of the Portland Traction Company's claim for work done on Oregon U. S. Works Program Grade Crossing project WPGM 168-H, the Union Avenue Overcrossing in Portland, has just been handed to me for my attention.

Your conclusion that the claim is ineligible for payment seems to be predicated upon a provision in an agreement between the City of Portland and the Highway Commission, by which provision the City is obligated to "make available to the State the benefits of any franchise or agreement with any public utility" etc. I am rather fearful that the City will confine the scope of that provision to the narrow limits that were discussed when the contract was prepared. The question came up then with respect to certain franchises which some utilities held and pursuant to which franchise they were permitted to use certain streets of Portland, for which use under the franchise they were paying the City a compensation. As I recall the circumstances and the discussion at that time the provision just quoted was incorporated in the agreement so as to require the City to make available to the State revenues or income which the City was obtaining for the use of the streets that were being taken over by the State.

I grant that the language quoted will permit of a construction such as you have given it in your letter, but I am quite confident that, had the Highway Commission insisted on the City requiring the Portland Traction Company to remove its facilities from the one street and install them on another and do so without cost to the City or the State, the City would have been very reluctant to have entered into such an agreement, assumed any such obligation, or permitted in the contract anything which would authorize the imposition of such obligation on the Portland Traction Company. Had the City gone in with the State on an agreement by which the City would require the Traction Company to make the necessary rearrangements of its facilities and do so at its own expense, the railroad company would have yielded only as a result of pressure and compulsion, and under such circumstances it appears to me that the procedure would have resulted in an involuntary contribution from the railroad company.

As I have already observed, the railroad company could, I believe, under the terms of the franchise, have been forced by the City to make the necessary alterations without expense to the City or the State, but the State was not in a position to make any such demand on the traction company, for the State was not a party to the agreement between the railroad company and the City and my memory of the discussions which took place at that time is that the City would not exercise its authority under the franchise.

Under these circumstances are you still of the opinion that the claim is ineligible for payment?

Yours very truly,

J. M. DEVERS

JMD:FW

cc R. H. Baldock

RECEIVED
JAN 4 1939
FOR FILING

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the Union Avenue Overcrossing Section, Project No. WPGM 168-B.

It is requested that the Government funds be increased from $228,900.00 to $255,904.00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGM 168-E

UNION AVENUE OVERCROSSING OF THE

EAST PORTLAND-OREGON CITY SECTION II

MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 21, 1938

1,700	lin. ft.	Removal of Railway Tracks	$ 1.00	$ 1,700.00
2,300	cu. yds.	Excavation, Single Classif.	0.38	874.00
750	sq. yds.	Removal of Old Pavement	0.60	450.00
70	cu. yds.	Gravel Subbase	1.40	98.00
40	cu. yds.	Rock Base	2.50	100.00
640	cu. yds.	Coarse Rock in Track Foundation	2.50	1,600.00
220	cu. yds.	Fine Rock in Track Foundation	2.50	550.00
230	cu. yds.	Sand in Track Foundation	1.70	391.00
5	cu. yds.	Filler	0.50	2.50
5	yds. mi.	Sealing Filler	0.20	1.00
750	bbl.	Cement in Track Foundation	3.00	2,250.00
920	cu. yds.	Concrete Pavement at Railway Tracks	2.50	2,300.00
30	tons	Class "A" Asphaltic Concrete	5.50	165.00
16	tons	Class "B" Asphaltic Concrete	5.50	88.00
500	sq. yds.	Surface Finish Coat	0.05	25.00
All Required		Pier Protection Islands		4,500.00
4,600	cu. yds.	Structural Excavation	2.00	9,200.00
210	cu. yds.	Structural Excavation below Plans	3.00	630.00
33,000	lin. ft.	Treated Piling	0.90	29,700.00
5,500	cu. yds.	Class "D" Concrete	17.00	93,500.00
1,375,000	lbs.	Metal Reinforcement	0.04	55,000.00
3,600	lin. ft.	Concrete Handrail	4.00	14,400.00
All Required		Electric Wiring and Fixtures (6% of Total)		3,900.00
				$ 221,424.50

All Required	Rearrange Telephone, Telegraph and Signal Lines		$ 5,300.00

CROSS REFERENCE SHEET

All Required	Move and Reestablish Traction Co. Tracks and Lines	$ 13,000.00
	Subtotal	$ 239,724
	10% Engr. & Cont.	23,972
	Total	$ 263,696

Length 0.399 mile

PWA Funds Requested- $ 255,904
State Funds- 7,792
$ 263,696

Estimated Labor Required 104,000 man-hours
Cost of Labor $ 85,000
Cost of Materials $100,000

SEE

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 88, Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 88, Laws 1931

[illegible]

Library Bureau
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168-H

CROSS REFERENCE SHEET

Name or Subject Property damage insurance for Ontario and Union Avenue grade separations. Correspondence between Mr. Devers and Union Pacific **File No.**

Regarding **Date** 1938

SEE
Name or Subject ADMINISTRATION
Insurance
Property Damage - Union Pacific **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

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APR 1? 1938
FOR FILING

605 Weatherly Bldg.
April 8, 1938

RECEIVED
APR 9 - 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith three tabulation sheets showing accurate levels taken over plugs set in the deck of the Union Avenue Overcrossing structure constructed in the spring of 1937. These tabulations show the location of the plugs, the dates when levels were taken, the weather, maximum and minimum temperature, together with elevations to thousandths of a foot, as taken by F. T. Young's party. The tabulation has been prepared by J. T. Skelton.

I have not taken time to study these levels in detail, but in general they appear to show the subsidence of practically all points, with somewhat less movement over the columns than over mid-span.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:LP
CC R. H. Baldock
Encl.

FORM 8-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

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APR 8 1938
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168-H

605 Weatherly Bldg.
April 7, 1938

RECEIVED
1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: M. Stephenson

NOTED
State Highway Engineer

Dear Sir:

Herewith levels taken on top of curbs on the Union Avenue Viaduct. These were taken by Transitman Barbee of F. T. Young's crew and were taken at points over the columns and at mid-points of the spans between columns. Mr. J. T. Skelton has copies of all of the exact levels taken by Mr. Young's party periodically on plugs set in the deck of the Union Avenue Bridge and will submit a copy to you within the next day or two.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPGM 168-H
Union Avenue Overcrossing
Portland-Oregon City section

March 30, 1938

168-H

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jem

ion H, Oregon U. S. Works Program
Grade Crossing Project No. WPGM 168.

K-AApr- 6293

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 7, 1936, by the Oregon State Highway Commission, and on February 15, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section H of Oregon U. S. Works Program Grade Crossing Project No. WPGM 168; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the estimate to provide for increasing the Federal funds approved and set aside to the credit of said Section H from $185,000.00 to $228,900.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the estimate approved for said Section H be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred twenty-eight thousand, nine hundred and no/100 dollars ($228,900.00) as the share of the United States payable under said act on account of said Section H, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be

actually put into the construction of said Section H shall not in any event exceed the sum of two hundred twenty-eight thousand, nine hundred and no/100 dollars ($228,900.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-three thousand, six hundred ninety-six and no/100 dollars ($263,696.00), the approved total estimated cost of said Section H."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 24th day of February, 1938, and the Secretary of Agriculture on the 18th day of March, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By F L Tou Velle
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

Section H, Oregon U. S. Works Program
Grade Crossing Project No. WPGM 168.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Works Program Grade Crossing** Project No. **WPGM 168-H** State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **263,696.00 in lieu of the $185,000.00 approved by Cert. of Feb. 15, 1937** as the total estimated cost of said project, and the sum of $ **228,900.00/** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 18th day of March one thousand nine hundred and thirty-eight.

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4839

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

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FEB 19 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPGM 168-H
Union Avenue Overcrossing

168-H

February 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

605 Weatherly Bldg.
November 24, 1937

26-1023

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Maintenance of drainage of the Union Avenue Viaduct indicates that our grates and down pipes are too small. Some of these are plugged up practically every day with papers and cartons and other rubbish thrown out of cars. In particular, when the grates at Ivan St. are plugged, the cars throw water through the rail and onto the street below.

I wish to suggest that on similar projects in the vicinity of Portland we use grates 12" x 18" instead of 6" x 9", and that these be depressed 1" instead of 1/2", since very little traffic moves within one foot of the curb; also that the down-spouts be 6" in diameter instead of 3" and that instead of using a 15" radius at the bottom of the drains to direct the water out of the columns, we use an opening 6" wide x 12" vertical and extending from the face of the column back to the down-spout.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

FORM 1-A-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
SALEM

605 Weatherly Bldg.
Portland, Oregon

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Herewith please find Form H.W.P. 32 for the Union Avenue Crossing, prepared by J. T. Skelton and omitted through an oversight from the Semi-Final Estimate.

You will also find Form 179, Bridge Inspection Report, for the Milwaukie Avenue Crossing together with two envelopes containing films and prints. The Bridge Inspection Report prepared by Mr. Skelton is complete and should be useful for future maintenance and study of the structure.

In the design of similar structures in the future, I would like to make two suggestions: (1) That vertical expansion joints be used in abuttments of that length to prevent cracks. (2) That a gutter, 2 inches deep and 4 inches wide, be built on top of the abuttments to catch the water which now stains the front of the abuttments. This water could be let down through the pier to the gutter in a small drain pipe.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.
H. G. Smith

NOTED
State Highway Engineer

RECEIVED
OCT 8 1937
FOR FILING
168-H

October 7, 1937.

Maryland Casualty Company
Hansen & Rowland, Inc.,
Washington Building,
Tacoma, Washington.

Gentlemen:

We hereby notify you that State Highway Contract No. 1881 for the construction of the overcrossing of Southern Pacific Company tracks on Union Avenue in the City of Portland, Oregon, has been completed by the contractor, Hoffman Construction Co., and that final settlement will be made by the state with these contractors for work done on or after October 17, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims, should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your further information, the total amount, including this final payment, which will have been paid the contractor is $390,881.27 which amount includes the sum of $444.57 for miscellaneous force order work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

ap/

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 30 1937
STATE HIGHWAY COMMISSION

RECEIVED
OCT 9 1937
FOR FILING

168-H

605 Weatherly Bldg.
September 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: W. A. Reeves

Dear Sir:

Yesterday we sent you by Mr. Stephenson the final corrected estimate for the Union Avenue Contract, together with the final records covering both grading and paving and structural items. The following explanation should be taken into account on the Quantity Summary Sheet:

$24,612.72 is shown for engineering in the column "Estimate Corrected to Date". I think the boys have this too high. Dexter Smith did not keep engineering costs for several months at the beginning of the job, so that we did not have complete engineering costs on this job. However, all engineering is finished and after taking into account engineering costs on this month's payroll, this figure can be revised probably $3,000 down.

Please advise the correct total for engineering on this job. After revising this engineering the grand total would be reduced in the same amount and the item for engineering in the column "To Complete Work" would be cut out.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

#1881

RECEIVED
SEP 9 1937
FOR FILING

168-H

September 7, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Hoffman Construction Company on Contract No. 1881 for the construction of an overcrossing over the Southern Pacific Company tracks on Union Avenue in Portland. This payment will be made on or after September 17th, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 9-A-1 8M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

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SEP 9 1937
FOR FILING

168-H

605 Weatherly Bldg.
September 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. B. Gardiner

Dear Sir:

We received the extra copy of the Semi-Final Estimate on the Union Avenue Overcrossing job.

This was the extra copy which was supposed to be submitted with the Semi-Final Estimate. We will hold it here in this office until we hear from you regarding the need for same.

Very truly yours,

R. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1937
FILING

605 Weatherly Bldg.
September 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Herewith six copies of Price Agreement covering cement adjustment on the Union Avenue Overcrossing, signed by Hoffman Construction Co.

The price for Readymix (bulk) was $1.45 and for sack cement, $1.85. We believe this completes the Final Estimate data for the Hoffman job. If not, please advise.

Accompanying Price Agreement is letter to Hoffman listing schedule of prices for cement.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

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1 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

1684-H

605 Weatherly Bldg.
August 31, 1937

~~Mr. R. H. Baldock~~
~~State Highway Engineer~~
~~Salem, Oregon~~

Attention: G. S. Paxson

Dear Sir:

Herewith four copies of the Semi-Final Estimate for the Union Avenue contract. The final records for the grading and paving items were delivered to your office in Salem today.

I understand the final records for the bridge items were delivered and are being checked there.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 168-H

August 9, 1937

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGM 168-H, Union Ave. Overcrossing of S. P. Ry., East Portland-Oregon City Highway, Multnomah County, was made by a representative of this office on July 23, 1937.

Three copies of the agreement with the railroad company in connection with this project should be provided us prior to or with the final voucher, prompt submission of which will be appreciated.

Very truly yours

W. H. LYNCH
District Engineer

By L Caufield
L. C. Caufield
Highway Engineer

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 12 1937
FOR FILING
168-H

August 7th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Callier
Division Engineer
7729 S. E. 15th Ave.
Portland, Oregon

Dear Sir:

Your idea of patching the Union Avenue Viaduct approach slabs with the State paving plant and dusting with cement is approved. However, the black patch should be made in a rectangular shape entirely across the width of the roadbed and covering a number of slabs settled in order to give a uniform appearance and make it appear that the black had been intentionally used entirely across the roadbed to provide for settlement.

Every care should be taken to avoid the irregular patches which we customarily use in sunken places to give this patch a systematic appearance as if it were a part of the design.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM 5-B-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

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AUG 16 1937
FOR FILING
168-H

August 3, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith application of the Hoffman Construction Company for an extension of time of thirty days on the construction for the Union Avenue Overcrossing accompanied by the recommendation of the Bureau of Public Roads. This matter was discussed by the Commission at the last meeting and it was decided to extend the contract without the usual consent of the bonding company. I recommend that the extension be granted without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc H. B. Glaisyer

APPROVED BY HIGHWAY COMMISSION
DATE July 22 1937
Secretary

Jun –
formal extension
granted by commission
on August 12, 1937
see minutes of that date.
HBG.

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 3 1937
FOR FILING
168-4

August 2, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Recently you suggested the use of mud jacks to raise sunken slabs of pavement at south end of the new Union Avenue Viaduct. Herewith six copies of order for State Force Work covering this repair.

Since additional settlement probably will occur this winter I recommend that we smooth up this settlement with state paving plant and dust top of patch with cement, instead of attempting to raise slabs with the mud jacks. One of the slabs around a manhole shows four cracks. The first slabs off the end of the bridge are heavily reinforced.

Strohmeyer thinks the mud jack operation will be expensive and will not produce entirely satisfactory results. We can make repairs with paving plant for $40.00, or could let this settlement stand for another six months, although the settlement is apparent in the riding quality of the surface.

Please advise at your earliest convenience; if the mud jack operation is determined upon I will have Strohmeyer secure a compressor and a mud jack from Salem and do this work within the next two weeks.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
CC-R. H. Baldock
Encl.

FORM [illegible] R. H. BALDOCK

Form 333—5M—12-36

168-H

[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 1937, 193

Section Union Avenue Overcrossing

Kind of work Grading, Paving and Structure

Highway East Portland - Oregon City

Section prefix 26-1023

Contractor Hoffman Construction Company

Contract number 1881

Date of contract May 29, 1936, 193

Date of completion June 30, 1937, 193

Date work started June 11, 1936, 193

Estimated date of completion July 31, 1937, 193

Amount of contract $ 410,212.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $[illegible] Bridge
$[illegible] Road

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 9077.13, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All street work in connection with this project was completed on the 17th. As there is still some electrical work to be done, the conduits for which have not yet arrived, the completion date has been moved up to July 31.

RECEIVED
JUL 26 1937

Signed F. T. Young

Address Oregon City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.656				[illegible]
Miles partially completed					
Miles completed					
Total estimated quantities	26,952				[illegible]
Estimated quantities moved or placed to date	26,953				[illegible]
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 2-K-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 23 1937
FOR FILING
162-H

July 22, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. James McFarland,

Office.

Dear Mr. McFarland:

I am returning the Hoffman Construction Company letter and your memorandum relative to an extension of time for the completion of the Union Avenue crossing.

I think that technically and quite within the terms of the contract the Commission may grant an extension without the approval of the surety company. However, it has been the universal practice to require the approval of the surety company, and it might be difficult to explain why in this instance we made a difference.

I see no reason why the contractor should not procure the surety's consent since the company will make no additional charge by way of premium. I would suggest that the usual practice be followed.

Yours very truly,

JMD

J. M. DEVERS

JMD:PW

Inc.

FORM 8-A-1 5M 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. VON VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED FOR FILING
164-A

June 30, 1937

RECEIVED
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. O. Widdows

Dear Sir:

The contractor will finish the deck of the Union Avenue Overcrossing today or tomorrow and you could paint traffic stripes thereon, if you wish, any time after tomorrow. The contractor will want us to take over signs, lights, and barricades.

Mr. Baldock will look into the matter of opening this structure on Friday and I would like to have one of your men call at this office Friday afternoon to see if we need to take care of anything on the Project before the heavy traffic on the Fourth.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 30, 1937

IN REPLY PLEASE REFER TO FILE NO.

16

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

There are several unsightly cellar holes filled with rubbish on the Union Avenue Overcrossing Project. Three of these are on the east side of the viaduct between Taggart and Clinton Streets, near the south end of the Project. I understand that these are on private property. Please find out if our right of way deal with these owners provided for cleaning up the cellar hole and rubbish on their own property. I assume it did not.

It is possible some new buildings may be placed on these lots in the future, but they give an unfinished appearance to the job. Do you think it advisable to ask permission of the owners to improve the appearance by knocking the cellar walls down, hauling away or smoothing up the rubbish, and covering with a little soil?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED
State Highway Engineer

EAC:DP
CC R. H. Baldock
J. M. Devers

FORM 2-8-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

FOR FILING

RECEIVED
1 - 1937
STATE HIGH[illegible] COMMISSION

June 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Union Avenue Overcrossing Structure

Dear Sir:

Contractor Hoffman will complete all of the upper part of this structure today and will have a few little cleanup jobs to do under the structure within the next few days.

The Brooklyn ramp will not be ready for traffic for approximately six weeks. I recommend we retain the present detour signs but take away the barricades at the south end of the Woodward Street ramp on Powell Boulevard and retain barricade light and detour sign on the right hand side at the north end of the structure. This arrangement will permit north-bound traffic to use the new structure and therefore avoid the grade crossing of the Southern Pacific. It is true a little traffic may flow south over the structure and enter Powell Boulevard over the Woodward Street ramp. Mr. Fowler of the City Engineer's office fears the full opening of this Project would constitute a traffic hazard at Powell Boulevard at the end of the Ross Island Bridge, but said he thought the arrangement I suggested above would materially reduce this hazard and would be of considerable service to north-bound traffic.

I understand you will be here Friday and take a look at this matter of opening the structure with me.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
G. S. Paxson

NOTED
State Highway Engineer

FORM 8-A-1 5M 3-37
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 26 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 28 1937
FOR FILING
168-4

June 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: W. A. Reeves

Dear Sir:

Herewith Price Agreement No. 15 for the construction of additional pier protection island on the Union Avenue Overcrossing job.

Mr. Young states this Price Agreement was requested by your office.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock
Encl.

FORM 2-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 22 1937
STATE HIGHWAY COMMISSION

RECEIVED
JUN 22 1937
FOR FILING
168-44

June 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In May I sent you an Order for Extra Work for raising three sidewalks on the Union Avenue Overcrossing. Please put these in the waste basket. We plan to remove these sidewalks at two places where bad settlements and breaks have occurred and to replace and, at one location, will construct a retaining wall. All of these will be at unit prices.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

NOTED
C. B. McCullough

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. A. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 22 1937
PORTLAND
168-H

June 21st, 1937

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7728 S. E. 15th Ave.
Portland, Oregon

Dear Sir:

Before accepting the pavement on the Union Avenue Overcrossing, please see that the black pavement on Union Avenue north of the bridge is entirely sealed. You will remember that it started to ravel to some extent and Mr. Baldock wished it resealed or patched.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
O. B. McCullou

FORM D.A.1 50 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUN 21 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1937
FOR FILING
168-A

June 19, 1937

IN REPLY PLEASE
REFER TO FILE No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
O. B. McCullough

Attention: O. S. Paxson

Dear Sir:

Herewith six copies of Price Agreement No. 13 covering changes in Circuit H on the Union Avenue Overcrossing, Contract No. 1681; these have been signed by the contractor and approved by Mr. Paxson and myself.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

FORM 8-A-1 3M 2-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND

E. B. ALDRICH, PENDLETON

F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 1[illegible] 1937
FOR FILING
165-H

June 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Mr. Lundell, Portland's City Lighting Expert, called me last night with regard to connecting up lights on Union Avenue, Ross Island Bridge ramps etc. He is leaving tomorrow for several months' absence, but he says he has made all arrangements so that when we are ready for lights we are to advise Mr. Grasle, who will call the Portland General Electric Company and connect up for us. The lighting is to be paid for by the City. Mr. Lundell was particularly anxious that we should have the redhead beacon operating when we opened the diagonal undercrossing, parallel with the railroad tracks. This can be opened within the next few days.

Mr. Parson can call Mr. Grasle when lights are desired and the redhead beacon mentioned above should be connected up at once.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:LP
CC R. H. Baldock
A. F. Parson
F. T. Young

FORM 5-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM, OREGON

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 11 1937
FOR FILING
768-H

RECEIVED
1937
STATE HIGHWAY COMMISSION

June 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Please advise status of Price Agreement No. 12 for 60 ft. of 4-inch tile to drain pier protection islands on the Union Avenue job.

This Price Agreement was submitted May 12th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 10 1937
FOR FILING
167-4

June 7, 1937

In Reply Please
Refer to File No.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith an approved bill from the Portland Traction Company for $48.13 covering expenditure made during the month of April, 1937, on the Union Avenue Viaduct job.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.

FORM H-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUN 9 1937
FOR FILING
168-H

IN REPLY PLEASE
REFER TO FILE NO.

June 7, 1937

Mr. R. A. Collier,
Division Engineer,
7729 S. E. 13th,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

The following information is requested for preparation of Federal Aid plans on the widening of the Union Avenue Viaduct over Sullivan's Gulch:

1 - Give alignment along center line of street from Pine St. to Holladay St.

2 - Furnish profile and grade along center line existing pavement - Pine St. to Holladay Sts.

3 - Furnish plotted cross sections from South end of structure southerly for 60' (at approximately 10' intervals) showing pavement, crown, curbs, walks, etc. Use 1" = 1' vertical.

4 - Give types of existing pavement and widths Pine St. to Holladay and include side streets.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 8 1937
FOR FILING
168-H

RECEIVED
1937
STATE HIGHWAY COMMISSION

June 5, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Herewith six copies of a Price Agreement for $75 to cover furnishing labor and material necessary to plank opening between sidewalk and buildings on the Union Avenue Project. This Agreement was reached sometime ago between Mr. Paxson and the bridge contractor

Herewith also are six copies of a Price Agreement covering excess pile cut-off on the Union Avenue Overcrossing Project. The percentage of excess pile cut-off amounts to approximately 12%. No increased authorization is required for either of these Price Agreements.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
H. G. Smith
Encl.

FORM 8-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1937
FOR FILING
168-94

Portland, Oregon
June 2, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
8 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

The false work has been removed at Carruthers and Division Streets on the Union Avenue Bridge and I have had Mr. Parson telephone to the Police Department that the two traffic officers now on duty there will be released tomorrow, June 3rd, and I will have Parson write time statements for them.

Their work has been very satisfactory and should we require similar work in the future I would be glad to have these men on again.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EMD:DP
CC R. H. Baldock

NOTED
State Highway Engineer

FORM 5-A-1 5M 5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Portland, Oregon

RECEIVED
JUN 2 1937
FOR FILING
168-H

RECEIVED
JUN 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

June 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
NOTED
State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

I understand from Mr. Paxson today that the City Police are still on the job at the Union Avenue Viaduct. The false work is all out of Division Street and, as suggested some weeks ago, it would appear these policemen could now be dispensed with.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 8-A-1 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM
OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 12 1937
FOR FILING
168-4

May 28th, 1937

NOTED
State Highway Engineer

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

Reference is made to your order for extra work for raising three sidewalks on the Union Avenue Overcrossing.

It is my recollection that we looked at these sidewalks last fall and decided that owing to the proximity of basements with full foundations, that other settlements would eventually take place, and that little could be gained by raising these sidewalks. We thought that if the corners were chipped off so that they would not be hazardous that they would be equally serviceable as if a larger sum were expended in raising them.

If, however, you have come to different conclusions, please advise.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock √

FORM 2-G-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER

RECEIVED
MAY 24 1937
FOR FILING

Portland, Oregon
May 21, 1937

1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In compliance with your verbal request about May 1st, we have cleaned out the down-spout and sewer connection on Mr. Van Duzer's garage. A plumber did his best to clean out the pipe but failed, so we had to have the contractor tear up the concrete floor and excavate the drain pipe and take out the paper, gravel, asphalt wedged therein. Bills for this work will be submitted on commercial vouchers charged to the right of way prefix.

The blocking of this pipe apparently occurred during, and was the result of, changing the building. This changing was performed by parties working for Mr. Van Duzer and not for the State. We have placed a screen over the top of the down-spout so that hereafter gravel from the roof will not enter and cause future trouble.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC J. M. Devers

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 24 1937
FOR FILING
168-14

Portland, Oregon
May 21, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. A. Reeves

Dear Sir:

We have received a copy of your letter of May 20th to A. F. Parsons, stating that you deleted payment for force account orders number 3, 4, and 5 from Estimate No. 10 for the Union Avenue Overcrossing, because you received only two copies of the supporting bills and payrolls.

We are making a copy of the bill for our use and are sending you herewith the copy which we retained in order to check future bills or claims. We have advised Mr. Parsons that he will not need to prepare another copy of these bills.

Very truly yours,

NOTED
Highway Engineer

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

FORM 8-K-1 1900 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

MAY 14
FILING
F-3
168-H

May 14, 1937

Commercial Iron Works,
412 S. E. Stephens,
Portland, Oregon.

Gentlemen:

I have been instructed by the Highway Commission to call to your attention the fact that your building on the east side of Union Avenue between Harrison and Stephens Streets in Portland is located so close to the property line that the roof eaves hang over the right of way a distance of approximately two feet. I am advised that the building is not equipped with gutters or downspouts and the drainage drips onto the sidewalks and handrail of the bridge or structure in front of the property. The building, it appears, has a metal roof and the rust stains from the drainage are disfiguring and marring the handrail. You are requested by the Highway Commission to remedy the situation.

I am told there are two ways in which it can be done. One, of course, would involve the reconstruction of the building or remodeling of the building, so that drainage would not fall on the sidewalks but on the property of the Commercial Iron Works. The other method, against which I believe there can be no objection, would require that you install eaves and downspouts to take care of the drainage, and that way carry the drainage away from the sidewalks and handrail.

Will you kindly give to this matter your early attention, and let me have a reply so that I may bring the same to the consideration of the Highway Commission at its next meeting? I am sure that representatives of the Bridge Department will be glad to confer and counsel with you in regard to this matter if you desire such conference.

Thanking you for considering this matter and for a reply, I am

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock
C. B. McCullough
G. S. Paxson
J. M. Bishop

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
MAY 14 1937
FOR FILING
Adv
Insurance
Pro. Dam

May 13, 1937

Mr. J. M. Devers
Attorney
Office

NOTED
Highway Engineer

Dear Sir:

The Commercial Iron Works building on the east side of Union Avenue between Harrison and Stephens Streets is built up to the property line and the roof eaves hang over the right of way approximately two feet. There are no gutters or downspouts on these roof eaves and drainage drops onto our sidewalks and handrail. The building has a metal roof and rust stains from this drainage are marking up our handrail. It would seem that we are within our legal rights in asking that they install eaves and downspouts to cure this condition. I would recommend that we request them to install such eaves and downspouts.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
J. M. Bishop

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING
168-H

May 12, 1937.

Mr. F. T. Young,
Resident Engineer,
Oregon City, Ore.

NOTED
State Highway Engineer

Dear Sir:

We believe that your suggestion of using 50' scale map for final construction line map on projects within city limits, is very good. You should use a 50' scale, as the standard is 50'-100' and 400', to the inch, except vicinity maps for the Bridge Department, which are made on a 40' to the inch scale.

If you have a 50' location map of the Union Avenue project, the constructed line data may be placed upon that map.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Lee
H.

CC to
R.H.Baldock ✓
E. A. Collier

FORM 9-E-1 4M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
MAY 3 1937
FOR FILING

168-H

April 30, 1937

Mr. H. B. Van Duzer
Inman Poulsen Lumber Co.
Foot of S. E. Caruthers St.
Portland, Oregon

NOTED
State Highway Engineer

Dear Mr. Van Duzer:

Last fall we had several conferences concerning the length of time during which it would be necessary to keep the special policemen on duty to control traffic in and out of your plant during construction of the bridge. We agreed at that time that these special policemen should be left on until such time as the falsework was cleared out of the roadway leading into your plant. This falsework is now out and we propose to discontinue the employment of these special policemen. I trust that this will meet with your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock ✓
D. E. Smith
E. A. Collier

FORM 8-A-1 [illegible] 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

XXXXXXXXXXXXXXXXXXXXXX
SALEM

Portland, Oregon
April 30, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 3 1937
FOR FILING

168-H

NOTED
[illegible] Highway Engineer

[illegible] - 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith two copies of the Portland Traction Company's Invoice No. T4-79 for work performed in connection with the location of the streetcar tracks on the Union Avenue Project in Portland.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock ✓
Encl.

168-4

COPY

Portland, Oregon
March 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Reference is made to our letter of February 24th, asking for a Record of Project Expenditure Authorizations, Form No. 346, on the following projects:

(1) Undercrossing of the Southern Pacific Company's tracks in Oregon City, Contract No. 1854.
(2) Overcrossing of Southern Pacific Company's tracks in Portland on Union Avenue, Contract No. 1881.
(3) Milwaukie Avenue Undercrossing in Portland, Contract No. 1915.

We also ask for the engineering costs from the Cost-keeper's books, in order that we may keep a field record of future engineering costs of the above projects.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
cc: R. H. Baldock ✓

FORM 5-A-1 5M 5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
W. B. BLA

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 19 1937
FOR FILING
162-4

~~SALEM~~
Portland, Oregon
April 15, 1937

IN REPLY PLEASE
REFER TO FILE NO.

APR 17 1937
MISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: N. M. Finkbiner

Dear Sir:

Will you please have a test made for compaction within the next week of the fill at each end of the Union Avenue viaduct? There is a short stretch unpaved at the north end of the viaduct and the center strip is unpaved at the south end. Mr. F. T. Young is Resident Engineer.

These fills were placed last fall. The fill next to the wall was saturated with water as it was placed and the remainder of the fill was sprinkled with hose and kept as wet as the operation of trucks and cats would permit.

Some settlement, however, is apparent next to the walls north of the viaduct and it should be of interest at this time to determine the degree of compaction secured.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
R. G. Smith
F. T. Young

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 9 1937
FOR FILING
168-H

March 8, 1937

IN REPLY PLEASE REFER TO FILE NO. Mc

Dr. C. B. McCullough,
Assistant State Highway Engineer,
Office

Dear Sir:

I examined the block of pavement on Union Avenue, Portland, at the north end of Hoffman's project.

Two or three things contributed to the present state of the bituminous surfacing. A hard winter with the excessive use of chains on a street used as a detour was the largest general factor in the surface injury. The few small spots which go practically through the wearing surface seem to have been caused by the dripping of gasoline or oil. There is evidence of some kind of concrete construction or the dropping of cement mortar in patches on the surface.

I believe if this road had been laid in the summer, rather than in the winter, permitting the bonding by traffic, it would not be in its present condition. However, the Cascade Construction Company assure me they will fix up this block as soon as weather permits. Possibly one half a ton of fine mix will put it back in shape.

Very truly yours,

N. M. Finkbiner

N. M. Finkbiner
Engineer of Materials

NMF:H

NOTED
C. B. McCullough

RECEIVED
MAR 3 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124
Oregon WPGM 168-H,
Union Avenue Overcrossing
in Portland

168-H

March 1, 1937

RECEIVED
MAR 2 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Tro

6293

Form P. R. 2

State Oregon

Project No. WPGM 160-H

U. S. Works Program Grade Crossing

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of December, 1936

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.).

Whereas the Highway Department of said State submitted on the 4th day of December, 1935, a revised project statement, which was approved by the Secretary on the 21st day of January, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E of said project which were recommended for approval by the United States District Engineer on the 1st day of April, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eighty five thousand and 00/100 dollars ($185,000.00) as the share of the United States payable under said act on account of Section E of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Cong.) and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920, Chap. 88, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 268+67.2 on S.E. Grand Ave. near Division Street and survey station 282+00 on S.E. Union Ave. near Harrison Street in the City of Portland.

, length 0.309 of a mile~~s~~, in Multnomah County, being Section E of Ore. U.S. Works Program Grade~~/~~ Crossing project No. WPGM 162, ~~containing~~ ~~miles of roadway~~ and one ~~[illegible]~~ overcrossing, 0.309 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **H** of said project shall not in any event exceed the sum of **one hundred eighty five thousand and 00/100** dollars ($ **185,000.00**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **two hundred sixty three thousand, six hundred ninety six and 00/100** dollars ($ **263,696.00**), the approved total estimated cost of Section **H** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~[illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, laws 1927; Chap. [illegible], laws 1931.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15th day of Feby, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

8—551

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Grade Crossing Project No. WPGM 160-H State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 263,696.00 as the total estimated cost of said project, and the sum of $ 183,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15th day of Feby one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4830

C
O
P
Y

168-H

Portland, Oregon
February 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

We would like to have a record of project expenditure authorizations, Form #346, on the following projects:

(1) Undercrossing of the Southern Pacific Company's tracks in Oregon City, Contract No. 1854. 132-7
(2) Overcrossing of Southern Pacific Company's tracks in Portland on Union Avenue, Contract No. 1881. 168-H
(3) Milwaukie Avenue undercrossing in Portland, Contract No. 1915. 168-8

We also wish the engineering costs from the Cost Keeper's Books in Salem, up to and including January, 1937. We would like to know if this includes the January payrolls.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

FORM 5-A-1
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 16 1937
STATE HIGHWAY COMMISSION

FOR FILING
168-H

XXXXXXXXXXXXXXXXXXXXXX
Portland, Oregon
February 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. A. Reeves

Dear Sir:

Herewith three copies of a bill for repairing a sewer at the Inman-Poulsen office building, on the Super Highway.

These are the copies you asked F. T. Young for, to replace previous copies which had been lost.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

[redacted]
CC R. H. Baldock ✓

Encl.

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 9 1937
FOR FILING

168-H

RECEIVED
FEB 3 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
February 2, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Reference is made to our follow-up letter of inquiry regarding an Order for State Force on Project 26-1023, submitted to your office December 21st. This was an order for removing shrubs from the Ross Island Bridge plaza and was made up for George Otten by F. T. Young.

Will you please check this order and advise us if it is being approved.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP

CC R. H. Baldock

NOTED
State Highway Engineer

FORM 2-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

RECEIVED
JAN 19 1937
FOR FILING
168-H

RECEIVED
JAN 18 1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
January 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

168-H 168-D

On December 21st we submitted two Orders for State Force Work on Projects 26-1023-580 and 26-1024-580. These orders were made up by F. T. Young and Mr. George Otten.

The Order on 26-1024-580 was received back, approved, on December 31st, but we have not received the Order for 26-1023-580. As the latter job is under the Bridge Department, the Order may have been referred to that department.

Will you please follow this up and advise us?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur E. Darby
Office Engineer

EAC:DP
CC R. H. Baldock

RECEIVED
DEC 26 1936
FOR FILING

168-H

December 21, 1936

Mr. G. H. McGirr
938 S. W. Fifth Avenue
Portland, Oregon

Dear Sir:

Responding to your communication of December 18, advise that the time limit on the contract for the completion of the Viaduct on Union Avenue is June 30, 1937. If weather conditions permit, we expect to complete it before that time.

Wishing you a Merry Christmas and Happy New Year, I remain

Very respectfully,

State Highway Engineer

RHB:MBL

938 S.W. 5th Ave.
Portland, Oregon
December 18, 1936

RECEIVED
DEC 19 1936
OREGON
STATE HIGHWAY COMMISSION

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

My dear Mr. Baldock:

I am interesed in knowing when the Viaduct on Union Avenue to the Super Highway, will be completed. I assume that there is a time limit. Would appreciate a reply telling me about the approximate time you expect this project to be finished.

Sincerely Yours

C H McGirr

CHM/AVA
C.H.Mc Girr

P.S. A Merry Christmas and A Happy New Year to you.
C.H.M.

Original Contract completion date June 30, 1937
35 extra days requested

RECEIVED
DEC 5 1936
FOR FILING

December 3, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Paxson's letter of September 26, 1936, relative to WPGH 168-I and WPGH 168-E, Union Avenue Overcrossing.

A sketch and specifications were submitted with the above letter covering a revised layout for the lighting of this structure and advising that negotiations were being carried on with the contractor covering a special price agreement for this installation.

As we understand this work is now under construction, we would appreciate copies of the price agreement, together with complete plans and specifications.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
DEC 2 1936
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon WPGM No. 168-H,
Union Ave. Overcrossing Section
of the East Portland-Oregon City Hwy.

168-H

November 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Fior

FORM 2-8-1 1M 10-[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
~~ROSEBURG, OREGON~~

162-H

RECEIVED
NOV 30 1936
OREGON

Portland, Oregon
Nov. 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

We have arranged to place bitumuls seal on Grand Avenue at Inman-Poulson Mill on Monday and will cover the sections not previously sealed. The block of asphaltic concrete on Union Avenue near the north end of the project is "B" mix and I believe will not need any seal.

We are paving today with asphaltic concrete all the remaining connections around Van Duzer's garage. The weather was quite cold this morning, but everything is dry and conditions may not be as favorable again for several months.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP

FORM 5-K-1 1M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

168-H

November 28, 1936

NOTED
State Highway Engineer

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

We are in receipt of a letter from Mrs. Maud H. Campbell, who resides at 2015 Southeast Union Avenue, her property being at the southwest corner of the intersection of Harrison and Union Streets in Portland, to the effect that during the construction the contractor's employes have trespassed upon her property and have ruined flowers and shrubbery. This, of course, is a matter for which the contractor is directly responsible, but we would suggest that an investigation of the situation should be made and if Mrs. Campbell's claims are true the contractor be cautioned regarding the matter and, if necessary, required to replace or restore such flowers or shrubs as may have been ruined.

Mrs. Campbell also complains about the fact that the construction operations have eliminated a street light which was at Union Avenue and Southeast Lincoln Street, and further claims that another light is now needed for public safety.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. E. A. Collier
Mr. H. G. Smith

RECEIVED

168-H

November 25, 1936.

NOTED
State Highway Engineer

Mr. R. H. Baldock

I saw Mr. VanDuzer yesterday with respect to the stairway on the Union Avenue viaduct leading down to his office.

I was not able to persuade Mr. VanDuzer to agree to the elimination of this stairway from the job. He and his advisers think that it is necessary for the conduct of their business.

I have accordingly instructed our resident engineer to proceed with the construction as per the design.

GS Paxson

G. S. Paxson

GSP:AP

FORM 2-A-1 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1

OREGON STATE HIGHWAY COMMISSION

SALEM

168-4

November 24, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. A. Newton,
1217 S. E. 11th Ave.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

Your letter of recent date has been referred to this department for reply.

Under separate cover we are sending you a direct print Federal Aid Sheet #1 of the Union Ave.-Schiller St. Section of the East Portland Oregon City Super Highway; also a print of Mr. Hutchinson's drawing of the project.

It is hoped that these will answer the purpose for which they are intended.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

FORM 5-A-1 5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

168-H

November 20th, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

The asphaltic concrete pavement next to the curbs on the Union Avenue Project between Woodward and Taggart Streets was specified to differentiate between the main traveled portion of the street and the parking space. It was thought that this differentiation would have a tendency to keep traffic from traveling on the parking area and also tend to keep the traffic in its respective lanes.

This same plan is carried out on the Schiller St.-Ross Island Bridge Section.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

168-A

RECEIVED
NOV 23 1936
FOR FILING

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
Nov. 19, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On the Union Avenue Project between Woodward and Taggart Streets our plan show asphaltic concrete pavement next to the curb lines on each side of the street. It is easier to clean concrete gutters and a concrete parking area is usually more satisfactory because the asphaltic pavement tends to become rough under the drip of oil and gasoline and rutted from tires of cars on hot days.

I am not suggesting that these strips be changed to concrete, but would like to know why asphaltic concrete was selected for these strips.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DF
CC R. H. Baldock

RECEIVED
NOV 1 1936

11 X-H

November 6, 1936

Mr. H. B. Van Duzer
Inman-Poulsen Lumber Company
Portland, Oregon

Dear Mr. Van Duzer:

I am in the hospital with a small abscess on the cornea of the eye and, consequently, in no position to see you. However, I feel it incumbent upon me to take the time to write you and request your very earnest consideration of the elimination of the steps leading from the bridge to your office. Your office is adequately served without the steps and, as far as you are concerned, they will be superfluous.

It is quite possible that the steps will encourage occasional persons to stop there, and if and when they do, the lanes will be reduced from four to three and in certain cases even from four to two. There is always a tendency for traffic to move rapidly across a bridge of this kind because they do not expect any obstruction.

I know that you have the safety of our highways at heart probably a great deal more than the average individual and probably as much as any, and I am of the definite opinion that the presence of these steps will cause a hazardous condition. I am further of the opinion that their presence will be of no benefit to your firm inasmuch as adequate parking facilities have been provided near your office and no one would desire to leave his car exposed to the hazards of that roadway more than once.

Please give this matter your careful consideration and advise me.

Very truly yours,

State Highway Engineer

RHB:MK
cc Mr. C. S. Paxson
Mr. E. A. Collier

-1 1M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
[illegible]
Portland, Oregon

RECEIVED
NOV 5 1936
OREGON

November 4, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans for the Union Avenue viaduct call for steps leading down to the ground at Carruthers and Grand Avenue in front of Mr. Van Duzer's office.

A month ago an attempt was made to eliminate these steps by asking Mr. Van Duzer if he were willing that they should be eliminated. At that time some member of his firm told Mr. Paxson that they wanted the steps. These steps are not necessary for access to the mill property and, in fact, I do not believe they would be used very much. The mill and office are served by paved streets and sidewalks in both directions at ground level. The construction of the steps, however, will encourage parking on the viaduct and this will cut down the number of lanes from four to two and reduce the capacity of the roadway practically 50% and increase the hazard. Particularly would this be true if busses were to be routed over the structure and make the steps a stop.

The Commission has fixed up the office, the adjoining garden, increased the paved area available for parking, paved two entrances from Grand Avenue. It is my opinion that unless our right of way agreement with Mr. Van Duzer provides for the steps they should be eliminated, whether he gives his consent or not. If, however, the Commission feels bound to provide the steps if Mr. Van Duzer does not relinquish; then, I think, another earnest effort should be made to secure his permission for the elimination of the steps from the plans. Construction has not proceeded too far at present, but within ten days it is probable the contractor will have forms placed at the location for the steps.

Very truly yours,

E. A. Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC G. S. Paxson
H. G. Smith

168-H

RECEIVED
OCT 30 1936
FOR FILING

October 27, 1936

Mr. F. T. Young
Resident Highway Engineer
Oregon City, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 23, 1936, containing inquiry concerning the Union Avenue Overcrossing Project.

In our recent letter to you, which may have become lost in the mail, we advised that all work on Third Avenue should be included in the estimates with the work on the 62' roadway section (Sta. 582+00 to 588+30.3).

With reference to the work to be done on the city water system, we are enclosing herewith a copy of the estimate for that work, which shows how the costs are to be segregated. It is possible that the revised plan of the overcrossing which was made subsequent to the preparation of this estimate may require changes in the water system on Third Avenue as well. If such is the case, the work should be charged to the same section that the street improvement is charged.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 24 1936
OREGON
COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Oregon City, Oregon
October 23, 1936

Mr. R. H. Baldock
State Highway Engineer
State Highway Dept.
Salem, Oregon

Dear Sir: Attention: Mr. S. H. Probert

Talked to Jack Nash on the telephone last week regarding unit splits of the Union Avenue overcrossing job. It was understood at that time that Mr. Nash would advise us by letter in what manner work on Third Avenue should be carried for estimates and for cost distribution for the Portland City Waten Department. This information is needed and I would appreciate an early reply.

Yours very truly

F. T. Young
Resident Engineer.

FTY:HA

168-H

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Union Avenue Overcrossing, Project No. WPGM 168-H.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGH 168-E

UNION AVENUE OVERCROSSING OF THE

EAST PORTLAND-OREGON CITY SECTION II

MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 26, 1936

1,700	lin. ft.	Removal of Railway Tracks	$ 1.00	$ 1,700.00
2,300	cu. yds.	Excavation, Single Classif.	0.38	874.00
750	sq. yds.	Removal of Old Pavement	0.60	450.00
70	cu. yds.	Gravel Subbase	1.40	98.00
40	cu. yds.	Rock Base	2.50	100.00
640	cu. yds.	Coarse Rock in Track Foundation	2.50	1,600.00
220	cu. yds.	Fine Rock in Track Foundation	2.50	550.00
230	cu. yds.	Sand in Track Foundation	1.70	391.00
5	cu. yds.	Filler	0.50	2.50
5	yd. mi.	Hauling Filler	0.20	1.00
750	bbl.	Cement in Track Foundation	3.00	2,250.00
920	cu. yds.	Concrete Pavement at Railway Tracks	2.50	2,300.00
30	tons	Class "A" Asphaltic Concrete	5.50	165.00
16	"	Class "B" Asphaltic Concrete	5.50	88.00
500	sq. yds.	Surface Finish Coat	0.05	25.00
All Required		Pier Protection Islands		4,500.00
4,600	cu. yds.	Structural Excavation	2.00	9,200.00
210	cu. yds.	Structural Excavation below plans	3.00	630.00
33,000	lin.ft.	Treated Piling	0.90	29,700.00
5,500	cu. yds.	Class "B" Concrete	17.00	93,500.00
1,375,000	lbs.	Metal Reinforcement	0.04	55,000.00
3,600	lin. ft.	Concrete Handrail	4.00	14,400.00
All Required		Electric Wiring and Fixtures (6% of Total)		4,900.00
				$ 222,424.50
All Required		Rearrange Telephone, Telegraph and Signal Lines		$ 5,300.00

All Required	Move and Reestablish Traction Co. Tracks and Lines	$ 13,000.00

Subtotal	$239,724
10% Engr. & Cont.	23,972
Total	$263,696

Length 0.309 mile

WPGM Funds Requested- -	$185,000
State Funds- -	78,696
	$263,696

Estimated Labor Required	104,000 man-hours
Cost of Labor	$ 85,000
Cost of Materials	$100,000

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 88, Laws 1931

State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 88, Laws 1931

Oregon State Highway Department

U. S. Works Program
Grade Separation
Project No. WPGM 168-B

UNION AVENUE OVERCROSSING OF THE
EAST PORTLAND-OREGON CITY SECTION II
MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 31, 1936

1,700 lin. ft.	Removal of Railway Tracks	$ 0.50	$	850.00
2,300 cu. yds.	Excavation, Single Classif.	0.30		690.00
750 sq. yds.	Removal of Old Pavement	0.30		225.00
70 cu. yds.	Gravel Subbase	0.75		52.50
40 cu. yds.	Rock Base	1.50		60.00
640 cu. yds.	Coarse Rock in Track Foundation	1.50		960.00
220 cu. yds.	Fine Rock in Track Foundation	2.00		440.00
230 cu. yds.	Sand in Track Foundation	1.00		230.00
5 cu. yds.	Filler	0.50		2.50
5 yd. mi.	Hauling Filler	0.20		1.00
750 bbl.	Cement in Track Foundation	5.00		3,750.00
920 cu. yds.	Concrete Pavement at Railway Tracks	18.00		16,560.00
30 tons	Class "A" Asphaltic Concrete	5.00		150.00
16 tons	Class "B" Asphaltic Concrete	5.00		80.00
500 lin. ft.	Surface Finish Coat	0.05		25.00
All Required	Pier Protection Islands			3,000.00
4,600 cu. yds.	Structural Excavation	2.00		9,200.00
210 cu. yds.	Structural Excavation below Plans	4.00		840.00
33,000 lin. ft.	Treated Piling	0.90		29,700.00
5,500 cu. yds.	Class "D" Concrete	20.00		110,000.00
1,375,000 lbs.	Metal Reinforcement	0.046		63,250.00
3,600 lin. ft.	Concrete Handrail	4.50		16,200.00
All Required	Electric Wiring and Fixtures (65% of Total)			6,500.00
			$	262,766.00
All Required	Rearrange Telephone, Telegraph and Signal Lines		$	5,300.00

All Required	Move and Reestablish Traction Co. Tracks and Lines	$ 13,000.00
	Subtotal	$ 281,066.00
	10% Engr. & Cont.	28,106.60
	Total	$ 309,172.60

Length 0.321 mile

WPA Funds Requested	$ 185,000.00
State Funds	124,172.60
	$ 309,172.60

Estimated Labor Required	104,000 man-hours
Cost of Labor	$ 85,000
Cost of Materials	$ 100,000

REARRANGE TELEPHONE, TELEGRAPH AND SIGNAL LINES

WORK TO BE PERFORMED BY SOUTHERN PACIFIC COMPANY'S FORCES

Signal Work: Remove 400 ft. open wires and replace with cable in temporary conduit, and final replace temporary cable with cable on piles.

			Labor	Material	
800	lin. ft.	7 Conduit cable	$ 20.00	$ 128.00	
300	lin. ft.	Mess. cable 3/8"	15.00	5.00	
5	ea.	Cedar poles	15.00	15.00	
200	lin. ft.	1" Galv. pipe	10.00	20.00	
3	ea.	Guys and anchors	15.00	5.00	
2	ea.	Arrester boxes	5.00	6.00	
		Miscellaneous	10.00	15.00	
		Freight		11.00	
		Material yard expense		16.00	
		15% Work Comp. & P. L. Ins.		5.00	
		10% Contingencies	9.00	23.00	
			$ 99.00	$ 249.00	$ 348.00

Credit for Salvage:

400	lin. ft.	SH Cable scrap	$ 10.00
200	lin. ft.	SH 1" Pipe	10.00
			$ 20.00

Dr. Recollectible................ $ 328.00

Telegraph Line Work: Replace open wires from present terminal, 150 ft. East of the center of proposed viaduct to a point 250 ft. west of viaduct, with 4 creosoted wood ducts. Install manholes.

400	lin. ft.	Conduit and cables at 2.075	$	$ 930.00	
Lot		Poles and misc. material		1,300.00	
		Trench and backfill	1,000.00		
		Place ducts and cable	500.00		
		Place terminal pole, etc.	800.00		
		Material yard expense		100.00	
		Cartage and drayage		100.00	
		15% Work Comp. & P. L. Ins.		270.00	
		Dr. Recollectible	$2,300.00	$2,700.00	$5,000.00

Estimated Total Cost............ $ 5,328.00

(Use) $ 5,300.00

MOVE AND REESTABLISH PORTLAND TRACTION COMPANY TRACKS AND LINES.

WORK TO BE PERFORMED BY COMPANY'S FORCES

Track Work

1,900	only	6" x 10" - 6' Ties	$ 0.60	$ 1,140.00
700	lin. ft.	120# 7" Guard Rail	1.20	840.00
82	tons	80# T Rail	35.00	2,870.00
28	only	Step Joints	6.00	168.00
20	only	120# Joints	3.50	70.00
200	only	80# Joints	1.25	250.00
1,000	only	Track Bolts	0.08	80.00
23	only	200# Kegs of Spikes	7.00	161.00
1	only	72# 6" Turnout Complete	500.00	500.00
2	only	80# Bolted Steel R.R. Crossing	350.00	700.00
248	only	Joints, welded with base plates	4.00	992.00
3,800	lin. ft.	Laying and Surfacing Track	0.75	2,850.00
				$10,621.00

Line Work

39	only	35' Poles	$ 450.75
4,000	ft.	4/0 Trolley Wire	358.40
256	only	Porc. Breakers	51.20
3,000	lin. ft.	5/16" Guy Wire	60.00
10	only	Anchors Complete	178.20
		Miscellaneous Materials	172.60
		Labor	1,450.00
			$ 2,721.15

Credit for Salvage Materials

4,000	lin. ft.	4/0 Trolley	$ 89.60	
		Miscellaneous	24.40	Cr. 114.00
				$ 2,607.15

Total All Work	$13,228.15
(Use)	$13,000.00

E-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 27 1936
FOR FILING

168-H

October 24, 1936.

Inman-Poulsen Lumber Co.,
Box 2168
Portland, Oregon.

Attention Mr. H. R. Van Duzer

Gentlemen:

Following our conference yesterday concerning progress of the work on the garage building, I got in touch with the Superintendent for Harts & Levin, and they have promised me that this work will be completed either Monday or Tuesday of next week. I also contacted Johnson & Hall concerning the replacing of the sidewalk where the gasoline pumps have been moved, and told them that if this was not done immediately that we would finish the job with our own crew and deduct the cost from any money due them.

During my conference with Johnson & Hall, they brought up the matter of payment on the moving of the Holman Fuel Company office building which work has been completed for some time.

It is my understanding that we are to pay the Inman-Poulson Company for this work in the first instance, and that you are to pay Johnson & Hall. Our records show that we sent two vouchers to you on September 3, one in the amount of $375.00 covering the moving of the Holman Fuel Company building, and another in the amount of $3,741.00 covering alterations to your garage and the moving of the pumps. We have no record of having received the executed vouchers back from you, and in order that there may be no unnecessary delay in Johnson & Hall's payment, we would very much appreciate your executing these vouchers and returning them to us so that we can immediately make payment to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock ✓
J. H. Devers

FORM 8-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
XXXXXXXXXXXXXXXXXXXX
Portland, Oregon

IN REPLY PLEASE
REFER TO FILE NO.

168-H

October 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention H. G. Smith

Dear Sir:

Under date of September 30th an order for extra work was submitted to your office. This order was for removing basement walls at old location of Inman-Poulsen office building on the Union Avenue Overcrossing job on the East Portland-Oregon City Highway in Portland.

Will you please advise as to the status of this work order.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By Wilbur M. Darby
Office Engineer

WMD:EFT
CC-R. H. Baldock
G. S. Paxson

NOTED
State Highway Engineer

168-H

October 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your recent inquiry by telephone, concerning the segregation of quantities on the Union Avenue Section, Project No. WPMH 168-H.

Please be advised that all of the work on S. E. Third Avenue is included in the cost of construction of the north overcrossing approach, between Station 582+00 and Station 588+30.3.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

765-H

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

October 2nd, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 15th Ave.
Portland, Oregon

Dear Sir:

I am returning your sketch of the pavement to be placed around the Inman-Poulsen office, approved by myself and Mr. Baldock.

The suggestion is made, however, that you investigate the use of the pavement immediate to the west of the office to see if a lighter pavement would not serve for car parking. If no heavy loads can ever use this space, it might be possible to effect some economies by decreasing the thickness.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-S-1 2000 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

168-H

October 2, 1936.

Mr. D. E. Smith
2011 S. E. Grand Avenue
Portland, Oregon.

Dear Sir:

Request has been made for additional traffic signs in connection with the Union Avenue job. Among these signs we are putting up large detour signs at the intersections of Union Avenue and Market Streets, Grand Avenue and Market Streets, and Grand Avenue and Union Avenue. These signs are being installed by the Sign Department and will not require any action on your part.

The six "No Parking" signs requested by Mr. McMahon will also be delivered to you by the Sign Department today or tomorrow.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock ✓
W. C. Widdow

NOTED
State Highway Engineer

168 H-2

September 28, 1936

Mr. E. A. Collier
Division Highway Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

Replying to your letter of September 23rd in regard to the preparation of utility company bills on the Union Avenue Overcrossing Project, it will be necessary to segregate as between the Federal Projects WPGM 168-H (which is the structure portion) and WPMH 168-I (which covers the two approaches). The rearranging of telephone and telegraph lines and the moving of car tracks, etc., apparently come within the structure section. The reestablishing of the city water system, however, applies to the approaches and should be segregated as to the various pavement widths shown in the federal project agreement estimate.

The limits of the pavement types are as follows:

Dual Type Pavement (60' Roadway)
Sta. 557+00 to Sta. 560+47.5

Concrete Pavement (48' Roadway)
Sta. 560+47.5 to Sta. 565+67.2

Concrete Pavement (64' Roadway)
Sta. 582+00 to Sta. 588+30.3

Asphaltic Pavement (60' Roadway)
Sta. 588+30.3 to Sta. 590+60.3

Evidently no changes in water lines are required on the last type shown above, as no estimate for such work appears in the agreement estimate for this type of roadway.

The customary segregations of labor by classification of work and rate of pay, detail of materials, equipment used, etc., should also be used in the preparation of the bills.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/GS

cc Mr. F. T. Young
Mr. G. S. Paxson

10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 24 1936
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon
Sept. 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Please advise Frank Young, with copy to me, how the utility companies should make up their bills against us in connection with work done by them on the Union Avenue Overcrossing Project.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.

H-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Oregon City, Oregon
September 21, 1936

[illegible] 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

Please advise what splits are required, if any, by the utility companies in making up their cost statement in connection with work done by them on the Union Avenue overcrossing project.

Yours very truly

F. T. Young
Resident Engineer.

FTY:HA

FORM 2-K-1 1500 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 20 1937
FOR FILING

August 31, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith, at your request, memorandum for minutes relative to the Inman-Poulsen property:

> "The Commission considered the matter of complaints made by Mr. H. B. Van Duzer relative to fire hazard at the Inman-Poulsen property during the construction of the East Portland-Oregon City Highway in the vicinity of the plant. The Acting Bridge Engineer advised that he had been in consultation with the Portland Police Department and the Fire Department and had worked out a plan whereby watchmen or patrolmen might be employed at the expense of the State and deputized by the police officials so that they would have authority to regulate the parking of vehicles. He also reported that "No Parking" signs had been placed. After consideration the Commission authorized the employment of watchmen or patrolmen for full twenty-four-hour service for the purpose of controlling the parking of vehicles and keeping the streets open for fire-fighting apparatus in case the same became necessary. It was further instructed that these employes be carried upon the State Highway Department pay roll and paid direct. The Assistant Attorney advised that in his opinion the Commission had legal authority to expend state highway funds for such a purpose."

Yours very truly,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock

MISSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

6b

August 22, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Yesterday morning I was talking to Mr. Van Duzer of Inman-Poulsen Company about other matters and he registered a very serious complaint regarding the way in which the construction of the East Portland-Oregon City Highway is being carried on with reference to the Company's property.

Mr. Van Duzer's objection is to the effect that the streets are being torn up on both sides of his property, leaving access over only a portion of the width of the street, with the resulting danger of a blockade of fire-fighting apparatus in the event of an emergency. He stated, and it must be agreed to, that in the event a fire should get started on the mill property a delay of even three to five minutes in the arrival of the fire-fighting apparatus might mean the difference between saving and losing the entire plant.

I have discussed Mr. Van Duzer's statements with Mr. Devers and he has suggested that in view of the fact that Mr. Van Duzer has notified me of his fears the matter should be brought to the attention of the Commission.

Yours very truly,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson

m

MISSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 26, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Reference is made to previous memorandum written to you for the attention of the Commission relative to the fire risk at the Inman-Poulsen Company plant.

Mr. Van Duzer called this morning and stated that the Fire Department of the City of Portland considers the hazard serious and that in an attempt to alleviate the condition the Police Department have posted some "No Parking" signs. The conversation was by long distance, and there was not a great deal of discussion of the details, but it is very apparent that Mr. Van Duzer considers that immediate and very serious attention should be given to the elimination of the risk.

Very truly yours,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD DK
cc R. H. Baldock
G. S. Paxson

MISSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 28, 1936.

Inman-Poulsen Lumber Co.,
Foot of S. E. Caruthers
Portland, Oregon.

Attention Mr. L. B. VanDuzer

Gentlemen:

This is to confirm my conference with your Mr. Stebbinger and Battalion Fire Chief Fabre.

The State Highway Commission can not assume the responsibility for any result of the congestion of traffic due to the parking of cars on the streets in the vicinity of our work or from congestion resulting in the use of such streets.

The Commission is, however, desirous of minimizing in every way practicable the risks which might follow such congestion. In order to eliminate so far as possible this congestion, the State will not allow any bridge construction on that section of Grand Avenue between Division Street and Sherman Street until such time as the new pavement along the east side of the present Grand Avenue is in travelable condition.

The State will also require the contractor to arrange his false work supporting the new structure at the crossing of Caruthers Street and of Division Street so that easy access may be had at all times to the Inman-Poulsen property.

After a conference with Lieutenant Tyler of the Traffic Division of the Portland Police Force, the State has arranged to employ three special officers, one of whom shall be on duty continuously in the vicinity of the Inman-Poulsen property to prevent the parking of cars or other vehicles in positions which might prevent fire apparatus from quick access to the property. These special officers will also direct and control traffic with a view to minimizing so far as practicable, traffic congestion. These special officers will remain on duty until such time as the new pavement alongside Grand Avenue from Sherman to Division Street is open to travel.

Inman-Poulsen Lumber Co., #3   August 28, 1936

I trust that the above arrangements will alleviate the congestions of which you have complained.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc R. H. Baldock
J. M. Devers
E. A. Collier
D. B. Smith

Form 6-A-1 6M 6-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

144-H

RECEIVED
AUG 12 1936

In reply please refer to File No.

Portland, Oregon
Aug. 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Attached find letter from Frank Young concerning Union Avenue right of way. Please have the boys show on a right of way white print the right of way lines as actually purchased, so that Frank can be sure just how far to go with construction. The work is quite active and he would appreciate receiving this at your early convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

Encl.

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

Aug. 4, 1936

168-H

RECEIVED
AUG 5 1936
IN REPLY REFER TO FILE NO.
HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Confirming my telephone conversation with you this morning, Frank Young reports that several buildings are yet to be moved on the Union Avenue Overcrossing Project and that failure to move these buildings is seriously delaying the contractor's work and further delay will cause the contractor to present claim for adjustment. He names the following buildings which should be moved:

Inman-Poulsen Office and Garage
Southern Pacific Company Garage
Small house south of Ten-Tone Building
Large yellow building on the east side.

NOTED

Two buildings at Woodward Street are also yet to be cleaned up.

Very truly yours,

E. A. COLLINS
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Frank Young
H. G. Smith
New Heathman Hotel
Portland, Oregon

FORM 2-A-1 33161 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

168-H

Oregon City, Oregon
August 1, 1936

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

You are aware that a strike has been in effect in Portland since July 16th involving truck drivers delivering material from gravel plants and ready-mix concrete companies. Due to this strike it has been impossible since that date to secure ready-mix concrete or aggregate for concrete.

Prior to the strike and continuing to the present time the contractor on the Union Avenue overcrossing job has been excavating for wall foundations on Union Avenue between Mill and Harrision Streets and at the same time revamping drainage and sewers throughout this section as well as on Grand Avenue near Carruthers Street. Old inlets and manholes have been removed thus temporarily blocking drainage, it being expected of course, that the new plans for drainage would immediately be put into effect. As the situation now stands considerable damage would result to the job in case of rain of which there is always a possibility this time of year.

The point in mind is whether we should allow the contractor to proceed further tearing up streets and impairing drainage in the face of a possible protracted strike that affects the completion and restoration of normal conditions. Your comment on this matter will be appreciated.

Yours very truly

F. T. Young
Resident Engineer

NOTED
E. A. COLLIER

FTY:HA

FORM 8-E-1 1500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

168 H

July 16, 1936

NOTED
State Highway Engineer

Mr. Frank F. Reiner
1828 N. E. Stanton Street
Portland, Oregon

Dear Sir:

The State of Oregon, by its State Highway Commission, is carrying on some highway and street improvement in the City of Portland, a part of which improvement is along a street fronting or serving your property. I am instructed to advise you that as a part of the proposed highway improvement there will be constructed some retaining walls at the north end of Union Avenue, which retaining walls will be constructed along the property line and will require excavation of from three to six feet below the present street grades.

It appears that on your property are buildings, the footings of which will be above the elevation of the footings of the retaining walls, and the Highway Commission is advised that under and pursuant to the provisions of Ordinance No. 33911 of the City of Portland property owners are required to protect the foundations of their buildings to a depth fourteen feet below the established street grade.

This notice is therefore served upon you by registered mail so that you may be advised of the proposed work now contemplated by the State Highway Commission, and you are hereby advised to take such steps as you may deem necessary and adopt such methods as you may deem adequate to protect your property as required by said City ordinance.

Very respectfully yours,

J. M. DEVERS

JMD:PW
cc R. H. Baldock
H. G. Smith
G. S. Paxson
J. H. Bishop
F. D. Mason

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

165-H

July 10th, 1936

Mr. F. T. Young
Resident Engineer
State Highway Dept.
Oregon City, Oregon

NOTED.

Dear Sir:

The attached letter has been received from the Hoffman Construction Co. in regard to giving orders to their general superintendent, Mr. Sunde, or job superintendent, Mr. Goldapp, instead of their subcontractors.

Please comply with their request.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
F. D. Eason

FORM 5-K-1 1500 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 25, 1936

Morrison Trucking Company
1915 S. E. Union Avenue
Portland, Oregon

Gentlemen:

The State of Oregon, by its State Highway Commission, is carrying on some highway and street improvement in the City of Portland, a part of which improvement is along a street fronting or serving your property. I am instructed to advise you that as a part of the proposed highway improvement there will be constructed some retaining walls at the north end of Union Avenue, which retaining walls will be constructed along the property line and will require excavation of from three to six feet below the present street grades.

It appears that on your property is a building, the footings of which will be above the elevation of the footings of the retaining walls, and the Highway Commission is advised that under and pursuant to the provisions of Ordinance No. 33911 of the City of Portland property owners are required to protect the foundations of their buildings to a depth fourteen feet below the established street grade.

This notice is therefore served upon you by registered mail so that you may be advised of the proposed work now contemplated by the State Highway Commission, and you are hereby advised to take such steps as you may deem necessary and adopt such methods as you may deem adequate to protect your property as required by said City ordinance.

Very respectfully yours,

J. M. DEVERS

JMD:PW
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. J. N. Bishop

FORM 8-K-1 1900 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

June 25, 1936

Mrs. Phil E. Owens
2486 Northwest Westover Road
Portland, Oregon

Dear Madam:

The State of Oregon, by its State Highway Commission, is carrying on some highway and street improvement in the City of Portland, a part of which improvement is along a street fronting or serving the property belonging to the estate of Eugene G. White, deceased. I am instructed to advise you, as the heir of Eugene G. White, deceased, that as a part of the proposed highway improvement there will be constructed some retaining walls at the north end of Union Avenue, which retaining walls will be constructed along the property line and will require excavation of from three to six feet below the present street grades.

It appears that on said property is a building, the footings of which will be above the elevation of the footings of the retaining walls, and the Highway Commission is advised that under and pursuant to the provisions of Ordinance No. 33911 of the City of Portland property owners are required to protect the foundations of their buildings to a depth fourteen feet below the established street grade.

This notice is therefore served upon you by registered mail as the heir of Eugene G. White, deceased, so that you may be advised of the proposed work now contemplated by the State Highway Commission, and you are hereby advised to take such steps as you may deem necessary and adopt such methods as you may deem adequate to protect your property as required by said City ordinance.

Very respectfully yours,

J. M. DEVERS

JMD:PW
cc Mr. R. H. Baldock ✓
Mr. N. G. Smith
Mr. G. S. Paxson
Mr. J. N. Bishop
Mr. F. D. Eason

FORM 8-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 25, 1936

Phoenix Iron Works
300 S. E. Hawthorne Avenue
Portland, Oregon

Gentlemen:

The State of Oregon, by its State Highway Commission, is carrying on some highway and street improvement in the City of Portland, a part of which improvement is along a street fronting or serving your property. I am instructed to advise you that as a part of the proposed highway improvement there will be constructed some retaining walls at the north end of Union Avenue, which retaining walls will be constructed along the property line and will require excavation of from three to six feet below the present street grades.

It appears that on your property is a building, the footings of which will be above the elevation of the footings of the retaining walls, and the Highway Commission is advised that under and pursuant to the provisions of Ordinance No. 33911 of the City of Portland property owners are required to protect the foundations of their buildings to a depth fourteen feet below the established street grade.

This notice is therefore served upon you by registered mail so that you may be advised of the proposed work now contemplated by the State Highway Commission, and you are hereby advised to take such steps as you may deem necessary and adopt such methods as you may deem adequate to protect your property as required by said City ordinance.

Very respectfully yours,

J. M. DEVERS

JMD:PW
cc Mr. R. H. Baldock✓
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. J. W. Bishop

3-K-1 1500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

June 25, 1936

Mr. Warren E. Thomas
American Bank Building
Portland, Oregon

Dear Sir:

The State of Oregon, by its State Highway Commission, is carrying on some highway and street improvement in the City of Portland, a part of which improvement is along a street fronting or serving your property. I am instructed to advise you that as a part of the proposed highway improvement there will be constructed some retaining walls at the north end of Union Avenue, which retaining walls will be constructed along the property line and will require excavation of from three to six feet below the present street grades.

It appears that on your property are buildings, the footings of which will be above the elevation of the footings of the retaining walls, and the Highway Commission is advised that under and pursuant to the provisions of Ordinance No. 33911 of the City of Portland property owners are required to protect the foundations of their buildings to a depth fourteen feet below the established street grade.

This notice is therefore served upon you by registered mail so that you may be advised of the proposed work now contemplated by the State Highway Commission, and you are hereby advised to take such steps as you may deem necessary and adopt such methods as you may deem adequate to protect your property as required by said City ordinance.

Very respectfully yours,

J. M. DEVERS

JMD:PW
cc R. H. Baldock ✓
H. G. Smith
G. S. Paxson
J. N. Bishop

9-K-1 1500 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 26, 1938

Commercial Iron Works,
412 S. E. Stephens,
Portland, Oregon.

Gentlemen:

The State of Oregon, by its State Highway Commission, is carrying on some highway and street improvement in the City of Portland, a part of which improvement is along a street fronting or serving your property. I am instructed to advise you that as a part of the proposed highway improvement there will be constructed some retaining walls at the north end of Union Avenue, which retaining walls will be constructed along the property line and will require excavation of from 5 to 6 feet below the present street grades.

It appears that on your property are buildings, the footings of which will be above the elevation of the footings of the retaining walls, and the Highway Commission is advised that under and pursuant to the provisions of Ordinance No. 55911 of the City of Portland property owners are required to protect the foundations of their buildings to a depth 14 feet below the established street grade.

This notice is therefore served upon you by registered mail so that you may be advised of the proposed work now contemplated by the State Highway Commission, and you are hereby advised to take such steps as you may deem necessary and adopt such methods as you may deem adequate to protect your property as required by said City ordinance.

Very respectfully yours,

J. M. DEVERS

JMD:FW

cc R. H. Baldock
H. G. Smith
G. S. Paxson
J. N. Bishop

M 8-K-1 1500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 25, 1936

Mr. Lester J. Peters
1935 S. E. Union Avenue
Portland, Oregon

Dear Sir:

The State of Oregon, by its State Highway Commission, is carrying on some highway and street improvement in the City of Portland, a part of which improvement is along a street fronting or serving your property. I am instructed to advise you that as a part of the proposed highway improvement there will be constructed some retaining walls at the north end of Union Avenue, which retaining walls will be constructed along the property line and will require excavation of from 3 to 6 feet below the present street grades.

It appears that on your property is a building, the footings of which will be above the elevation of the footings of the retaining walls, and the Highway Commission is advised that under and pursuant to the provisions of Ordinance No. 53911 of the City of Portland property owners are required to protect the foundations of their buildings to a depth 14 feet below the established street grade.

This notice is therefore served upon you by registered mail so that you may be advised of the proposed work now contemplated by the State Highway Commission, and you are hereby advised to take such steps as you may deem necessary and adopt such methods as you may deem adequate to protect your property as required by said City ordinance.

Yours very truly,

J. M. DEVERS

JMD:PW
cc R. H. Baldock✓
H. G. Smith
G. S. Paxson
J. N. Bishop

FORM S-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 25, 1936

Commercial Iron Works,
412 S. E. Stephens,
Portland, Oregon.

Attention: J. R. Daley

Gentlemen:

In reply to your letter dated June 24th addressed to the State Highway Commission, a copy of which it appears you have sent to the Hoffman Construction Co. and the Department of Public Works of the City of Portland, in which you advise the Highway Commission that you will hold it responsible for damage to your building should damage result from excavation work done by the Highway Commission in connection with the highway and street improvement now under way in the City of Portland under the supervision of the Highway Commission, you are advised that the Highway Commission does not accept any responsibility for any damage which may result to your building by reason of any excavation work done by the State of Oregon, the State Highway Commission, or the contractor of the State or State Highway Commission.

It is the contention and position of the State Highway Commission that, under the provisions of Ordinance 35911 of the City of Portland, you, as the owner of the property involved, are entirely responsible and must protect your property at your own cost and expense. A registered notice to that effect has been sent to you in today's mail prior to the receipt of the letter to which this letter is an answer.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock ✓
G. S. Paxson
W. E. Chandler
H. G. Smith

168-H

RECEIVED
JUN 29 1936
OREGON STATE HIGHWAY COMM.

June 25, 1936.

Mr. J. M. Devers

Please note attached copy of letter from the Commercial Iron Works with reference to protection of foundation of their buildings.

This is the same question involved in a letter which I sent you June 25, asking that you call the property owners' attention to the construction work in progress and to the city ordinance covering the protection of such foundations.

C. E. Purcell

OEP:AP

cc R. H. Baldock

COMMERCIAL IRON WORKS

Portland, Oregon.

State Highway Commission
Salem, Oregon.

Our main building extends parallel to [illegible] full length between E. Stephens St. and E. Harrison St. This building is of frame construction with concrete floor and the main supporting piers are about 2 ft. square on 20 ft. centers with an 8" wall connecting these piers. This foundation extends about 8' below present grade and also carries the full load of a 5-ton electric traveling crane.

[illegible] this proposed excavation may result in settlement of [illegible], we shall expect the State Highway Commission and the contractor to take proper and adequate steps to prevent any such settlement of [illegible] and we would hold the State and the Contractor fully responsible for any [illegible] which might be incurred.

COMMERCIAL IRON WORKS

[illegible] (signed)

Plant Manager

[illegible]
cc Hoffman Construction Co.
Dept. of Public Wks. City Hall

COMMERCIAL IRON WORKS

Portland, Oregon.

COPY

June 24, 1936.

Oregon State Highway Commission
Salem, Oregon.

Subject: Union Ave. viaduct, Portland

Gentlemen:

We understand that the contractor on the above job proposes to excavate for a retaining wall immediately adjoining the property line and approximately four feet below the present grade line.

Our main building extends parallel to Union Ave. full length between E. Stephens St. and E. Harrison St. This building is of frame construction with concrete floor and the main supporting piers are about 3 ft. square on 20 ft. centers with an 8" wall connecting these piers. This foundation extends about 6" below present grade and also carries the full load of a 5-ton electric traveling crane.

Inasmuch as this proposed excavation may result in settlements or cave-ins, we shall expect the State Highway Commission and the contractor to take proper and adequate steps to prevent any such settlements or cave-ins and we shall hold the State and the Contractor fully responsible for any costs or damages that might be involved.

Yours very truly,

COMMERCIAL IRON WORKS

J. R. Daley (signed)

Plant Manager

JRD/fmt
cc Hoffman Construction Co.
Dept. of Public Wks. City Hall

FORM 9-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible]

June 23rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. F. Holman, President
Holman Fuel Company
550 S. W. Fourth Ave.
Portland, Oregon

Dear Sir:

Mr. Baldock, State Highway Engineer, has requested me to contact you concerning the changes in your fuel yard in connection with the Union Avenue Overcrossing project. This is in response to your letter of June 15th.

The Commission is meeting in Portland on Friday, June 26th, and I will endeavor to get away long enough to discuss this matter with you. I will be at your office, 550 S. W. 4th Ave., about 11 A.M. accompanied by Mr. Gardiner, Right of Way Agent, who is familiar with the project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 9-K-1 1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

164-H

June 22, 1936

NOTED
State Highway Engineer

Johnson & Hall
2033 S. E. Belmont Street
Portland, Oregon

Gentlemen:

Reference is made to your letters of the 18th and 19th instant relative to the moving of office building on the Inman-Poulsen property.

It is understood that at your own responsibility and as a part of the agreed price you will excavate for a basement of the same size as that existing; will pour a reinforced concrete footing one foot thick by two feet wide under the basement wall; will construct concrete basement wall seven feet wide and six inches thick; and will construct a four-inch concrete floor on the entire basement.

The work will be supervised by the engineers of this department, and if the specification which has been stated above is in the opinion of our engineers inadequate to safeguard against settling of the building you will be required to do such additional work as the Engineer may order, and will be paid for the same direct by the State in accordance with the extra work terms of our standard state highway specifications.

If this plan and procedure is accepted and is followed out by you, the State Highway Commission will assume responsibility to Inman-Poulsen Company for the settling of the building for a period of one year from the date of the move.

This letter is not to be construed in any way as affecting your agreement with Inman-Poulsen Company relative to the satisfactory completion of the balance of the work or of other items in connection with the building, and your reponsibility regarding all other matters will be direct to Inman-Poulsen Company.

The position which the department is taking relative to the settling of the building is occasioned only by the fact that the same is to be moved onto an old sawdust fill, and it is felt that the question of providing satisfactory foundations for the building, over and above replacing in kind what is under the existing building, should not in fairness be imposed upon you but is a risk which should be assumed by the State.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Inman-Poulsen Lumber Co.
Mr. R. H. Baldock
Mr. W. E. Chandler
Mr. A. F. Parson
Mr. F. T. Young

FORM 2-K-1 1000 3-26

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

168-H

June 22, 1936

NOTED
State Highway Engineer

Johnson & Hall
2006 S. E. Belmont Street
Portland, Oregon

Gentlemen:

Reference is made to your letters of the 18th and 19th instant relative to the moving of office building on the Inman-Poulsen property.

It is understood that at your own responsibility and as a part of the agreed price you will excavate for a basement of the same size as that existing; will pour a reinforced concrete footing one foot thick by two feet wide under the basement wall; will construct concrete basement wall seven feet wide and six inches thick; and will construct a four-inch concrete floor on the entire basement.

The work will be supervised by the engineers of this department, and if the specification which has been stated above is in the opinion of our engineers inadequate to safeguard against settling of the building you will be required to do such additional work as the Engineer may order, and will be paid for the same direct by the State in accordance with the extra work terms of our standard state highway specifications.

If this plan and procedure is accepted and is followed out by you, the State Highway Commission will assume responsibility to Inman-Poulsen Company for the settling of the building for a period of one year from the date of the move.

This letter is not to be construed in any way as affecting your agreement with Inman-Poulsen Company relative to the satisfactory completion of the balance of the work or of other items in connection with the building, and your reponsibility regarding all other matters will be direct to Inman-Poulsen Company.

The position which the department is taking relative to the settling of the building is occasioned only by the fact that the same is to be moved onto an old sawdust fill, and it is felt that the question of providing satisfactory foundations for the building,over and above replacing in kind what is under the existing building, should not in fairness be imposed upon you but is a risk which should be assumed by the State.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUSA
Assistant Attorney

JWD:AW
cc Inman-Poulsen Lumber Co.
Mr. R. H. Baldock
Mr. W. E. Chandler
Mr. A. F. Parson
Mr. F. T. Young

FORM 5-A-1 10M 4-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

168-H

June 22nd, 1932

E. A. Collier
F. D. Mason
F. T. Young

NOTED
State Highway Engineer

Dear Sirs:

Please note the attached letter concerning the elimination of the retaining wall on the Jerry and Dalphine Tozzie property in connection with the Union Avenue Overcrossing project. This retaining wall across Lots 1 and 2, Block J, Kerns' Addition to Portland, has been eliminated and final settlement made on a slope easement which will be four feet at the south line and two feet at the north line, the grantor to have the broken pieces of wall.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

168-H

June 19, 1936

HANSEN & ROWLAND, Inc.
Washington Building
Tacoma, Washington

Gentlemen:

We are sending you today by express fully executed copy of the contract between the State Highway Commission and Hoffman Construction Company for the construction of a viaduct over the Southern Pacific Company's tracks on Union Avenue, East Portland-Oregon City Highway, in Portland, Multnomah County.

This copy is being sent you as surety on the bond furnished by the contractor, and is for your records and files.

Very truly yours,

Secretary

[illegible]

168-H

June 18, 1936

HOFFMAN CONSTRUCTION COMPANY
715 S. W. Columbia Street
Portland, Oregon

Gentlemen:

We are returning you today by express a fully executed copy of your contract with the State Highway Commission for the construction of a viaduct over the Southern Pacific Company's tracks on Union Avenue on the East Portland-Oregon City Highway in Portland, Multnomah County.

This copy is for your records and files.

Very truly yours,

Secretary

[illegible]

FORM 2-H-1 1500 2-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 18, 1936

168-H

NOTED
State Highway Engineer

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

We are in receipt of a report from E. G. Campbell, Right of Way Agent, to the effect that the contract as awarded on the East Portland Overcrossing section makes provision for a retaining wall across the property of Jerry Tomei in Lots 1 and 2 of Block "J" of Kerns' Addition to Portland.

Mr. Campbell calls attention to the fact that in the final settlement with the owners the requirement for a retaining wall was eliminated and a slope easement was substituted therefor.

The language of the option relative to the wall and slope easement is as follows:

"Slope easement of 4 ft. at south line to 2 ft. at north line.

"Wall not to be replaced. Grantor to have broken pieces of wall."

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. W. H. Chandler
Mr. F. T. Young

168-H

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

May 28, 1936

W. R. LYNCH
DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

MATTERS RELATING AWARD OF UNION AVENUE GRADE SEPARATION IN PORTLAND SATISFACTORILY ADJUSTED STOP DO YOU CONCUR IN AWARD AS OF TODAY TO HOFFMAN CONSTRUCTION COMPANY LOW BIDDERS AT MEETING APRIL TWENTY-FOURTH

R. H. BALDOCK

Prepaid
Chg H wy Dept

[illegible]

168-H

May 29, 1936

Hoffman Construction Company
715 S. W. Columbia St.
Portland, Oregon

Gentlemen:

Confirming our telegram of today's date, the State Highway Commission awarded you today the contract for the construction of an overcrossing over the Southern Pacific Railroad on Union Avenue on the East Portland-Oregon City Highway in the City of Portland, Multnomah County.

This contract is based on your bid submitted on April 24, 1936, for $410,212.00.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

DP
CC Bridge Department
W. E. Chandler

R. H. BALDOCK X

CONFIRMATION

168-H

OF PUBLIC ROADS

OREGON 8010-20

FAST WIRE

NOTED
State Highway Engineer

PORTLAND OREGON
MAY 29 1936

R H BALDOCK
STATE HIGHWAY ENGINEER
SALEM OREGON

THIS CONSTITUTES OUR CONCURRENCE IN AWARD OF CONTRACT as of this date FOR UNION AVENUE GRADE SEPARATION UPRR AND NPRR ONE SIXTY EIGHT H TO HOFFMAN CONSTRUCTION COMPANY WHO SUBMITTED LOW BID APRIL TWENTY FOURTH

LYNCH

TMD EM

FORM 5-K-1 1500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

168-P

May 26, 1936

Southern Pacific Company
Pacific Building
Portland, Oregon

Attention Mr. E. L. King

Gentlemen:

Herewith we return to you duplicate counterparts of proposed agreement between the Southern Pacific Company and the State of Oregon covering the construction of an overhead crossing at Union Avenue in Portland.

These agreements were executed by the State Highway Commission on May 22, 1936, and are returned to you for execution by Southern Pacific Company. It is our understanding that as soon as this has been accomplished one copy will be returned to us for our files.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. H. B. Glaisyer
Mr. E. G. Smith

CHAIRMAN, PORTLAND
RICH, PENDLETON
L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 19, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we hand you for approval by the State Highway Commission agreement between Southern Pacific Company and the State Highway Commission relative to the overhead crossing at Union Avenue in Portland.

This agreement has been approved by Mr. Paxson as to engineering features and is approved by us as to form.

We would suggest that after execution by the State Highway Commission the agreement be returned to this office and we then will hold the same pending the handing down of a decision by the Supreme Court relative to our authority to do the work.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.w.
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW

returned both copies to DeSouza 5/26/36
HBG

FORM 3-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

168-H

May 26, 1936

Southern Pacific Company
Pacific Building
Portland, Oregon

Attention Mr. E. L. King

Gentlemen:

Herewith we return to you duplicate counterparts of proposed agreement between the Southern Pacific Company and the State of Oregon covering the construction of an overhead crossing at Union Avenue in Portland.

These agreements were executed by the State Highway Commission on May 22, 1936, and are returned to you for execution by Southern Pacific Company. It is our understanding that as soon as this has been accomplished one copy will be returned to us for our files.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. H. B. Glaisyer
Mr. H. G. Smith

FORM 5-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

Const
Projects
Grade Crossing

May 11, 1936

Mr. L. G. Apperson
City Engineer
City Hall
Portland, Oregon

Dear Sir:

I acknowledge receipt of five copies of your redraft of the four-party agreement covering the Union Avenue project. I have approved the changes made as shown in your redraft, and I return herewith the five copies with the request that they be executed on behalf of the City at the earliest moment so that I may have them submitted to the Traction Company and then to the Highway Commission for final execution.

Yours very truly,

J. M. DEVERS

Enclosures
JMD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. W. E. Chandler
Mr. G. S. Paxson

State Highway Engineer

768-A

OREGON STATE HIGHWAY COMMISSION
Salem

April 29, 1936

Mr. R. H. Baldock
OFFICE

Dear Sir:

The Commission on April 24 took bids for the construction of the Union Avenue undercrossing.

The low bid was that received from the Hoffman Construction Company, Portland. The Commission deferred the award of the contract pending the signing of certain four party agreement with the city of Portland et al, and referred all bids to Chairman Cabell and yourself with power to award to the low bidder.

The Commission ordered that the call for bids for the balance of this project be deferred at least until June.

Very truly yours,

Secretary

HBG:dp

FORM 2-A-1 10M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Grade Crossing

April 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
OFFICE

NOTED
State Highway Engineer

Dear Sir:

The Commission on April 24 took bids for the construction of the Union Avenue undercrossing.

The low bid was that received from the Hoffman Construction Company, Portland. The Commission deferred the award of the contract pending the signing of certain four party agreement with the city of Portland et al, and referred all bids to Chairman Cabell and yourself with power to award to the low bidder.

The Commission ordered that the call for bids for the balance of this project be deferred at least until June.

Very truly yours,

H B Glaisyer
Secretary

HBG:dp

Const
Projects
Grade Crossings

April 27, 1936.

NOTED
State Highway Engineer

Mr. J. M. Devers

Plans for the Union Avenue Overcrossing, East Portland-Oregon City Highway, Portland, Multnomah County, consist of 28 sheets, as follows:

9 sheets entitled "Union Avenue Overcrossing, East Portland-Oregon City Highway, Portland, Multnomah County," numbered 1 (revised April, 1936), 2, 2a (revised April, 1936), 2b, 3, 4, 5, 6, and 7 (revised April, 1936); and

19 sheets entitled "Union Avenue Overcrossing over Southern Pacific Railway in Portland, Multnomah County," numbered 5828 to 5830, inclusive, 5832, 5844, 5851, 5891, 5897, 5898, and 8032 (revised November 16, 1935).

The agreement with the City of Portland states that the specifications will also be filed with the various parties to the agreement. These specifications are incorporated in the contract when it is signed, and are not yet available. I can, however, furnish copies of the proposal which gives the same information.

G. S. Paxson

cc R. H. Baldock

×

168-H

April 15, 1936

Mr. R.H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P.S.& E. papers submitted for Oregon WPGM and WPMH 168-H, the Union Avenue Overcrossing in Portland.

We are advised that two project agreements will be necessary and that different letter designations will be required. Will you please use the following designations: The WPGM project will be WPGM 168-H and the WPMH project will be WPMH 168-I.

Very truly yours,

W. H. LYNCH
District Engineer

Const
Projects
Grade Crossing

Union Ave

April 10, 1936

Mr. J. R. Daley
Plant Manager
Commercial Iron Works
Union Ave. and Stephens St.
Portland, Oregon

Dear Sir:

Responding to your communication of April 6, advise that Mr. Paxson called upon you and arranged for the opining of Stephens Street which he stated would be satisfactory to you.

Very truly yours,

State Highway Engineer

RHB:HI

COMMERCIAL IRON WORKS

ENGINEERS - FOUNDERS - MACHINISTS

OFFICE AND WORKS
UNION AVE. AND STEPHENS ST.
PHONE LANCASTER 1177

PORTLAND, OREGON

RECEIVED
APR 7 1936

April 6, 1936

Oregon State Highway Commission
Salem, Oregon

Subject: Union Ave. Viaduct, Portland

Gentlemen:

We understand it is now the proposed intention to construct the above viaduct using the full width of Union Avenue and diverting traffic from and to the present extension of Union Avenue over S.E. 3rd Avenue.

From the plans, S.E. Stephens Street and S.E. Harrison Street will be dead ended at the east building line.

We hereby formally protest this latter provision unless some satisfactory means of ingress to our plant is provided. Our main entrance is located on S.E. Stephens Street about 12 ft. from the building line. We have incoming and outgoing freight shipments many times a day using this entrance, which is the only one available to our traveling crane. The large freight trucks and trailers now use a good portion of Union Avenue in backing into this entrance, and a blind street at this point would completely block such traffic..

As the most reasonable method of avoiding this condition, we would suggest that the State or the City provide us with a one-way street paralleling Union Avenue on the east side between S.E. Stephens and S.E. Mill Streets that would enable trucks to come into our plant on S.E. Stephens and leave out on this short street, either going into Union Avenue at the north end of the viaduct or into S.E. Mill Street. This would give them ample room for maneuvering to get to our entrance.

It is of vital importance that we maintain clear traffic in and out of our plant and trust that you will give this matter every consideration.

Very truly yours,

COMMERCIAL IRON WORKS

J R Daley

By J. R. Daley,
Plant Manager

JRD/fmt

168-H

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 1, 1936

RECEIVED
OCT 28 1936
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Project No. WPGM 168-H and WPMH 168-H, the Union Avenue Overcrossing on the East Portland-Oregon City Section of the Portland-Oregon City superhighway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Copies of the usual city resolution covering encroachments should be forwarded with the project agreement estimate.

The estimate for WPGM 168-H shows the unit for the Surface Finish Coat to be "lin. ft." when it is obviously "sq. yds."

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

Const
Projects
Grade Crossing

March 5, 1936.

NOTED

Mr. J. M. Devers

Herewith the copy of four-party agreement for the Union Avenue project.

The original draft of this agreement was made up covering only that portion of the total project between the Ross Island bridge and Market Street. I note that the Highway Commission's resolution covers the entire line from 17th and Schiller up to Market Street. Should this agreement cover all work on the project or only that included in this first contract which we are to let.

The first paragraph on Page 2 says that the Portland Traction Company franchise has expired, and that they are now operating under permit. I believe this is no longer true as a new franchise was granted last month.

In Section (d) Page 4, a change of plan has been made, and this section should now read "On the subgrade specified above, the state will place a layer of grouted crushed rock ballast eight inches in thickness."

Provision in this agreement for reimbursing the Water Bureau and the Traction Company is in no place tied up to Memorandum No. 6. In preliminary negotiations with the Water Bureau and the Traction Company we considered this work as being outside of the provisions of Memorandum No. 6, and paralleling the conditions under which we improved East 82nd Avenue. Under the provisions of this agreement, we are to allow the Traction Company five per cent on labor costs to cover overhead. Memorandum No. 6 would exclude this five per cent.

The interpretation of Memorandum No. 6 has been modified by the Bureau since the original draft of this agreement was drawn, and I would suggest that this feature be gone over with Mr. Baldock before the agreement is submitted to the other parties for signature.

G. S. Paxson

GSP:AP

cc Mr. Baldock

NOTED

State Highway Engineer

January 29, 1936.

Mr. J. M. Devers:

Attached hereto is a copy of the preliminary draft for agreement between the State, City of Portland, and the Portland Traction Company covering the Union Avenue grade separation.

In this preliminary draft the matter of handling the revision of the city water lines was not covered and I would suggest that in the first paragraph, the Water Bureau be included as an additional party to the agreement.

On Page 2, I would suggest that at the point which I have marked "A", an additional paragraph be included, along the following lines:

> "WHEREAS, in order to effect the proposed improvement of said highway, it will be necessary to alter and replace certain water lines now operated by the Water Bureau."

I believe that we should also add a fourth section covering "Things To Be Done by the Water Bureau" substantially as follows:

> "(a) Consent to and cooperate in the revision of such water lines now in place on S. E. Union Avenue, S. E. Grand Avenue, S. E. Woodard Avenue and or other streets involved in the contemplated improvements.
>
> "(b) Do the work necessary to alter and replace the water lines affected by said improvement with their own forces, and to furnish such materials as are necessary to effect the proposed changes.
>
> "(c) To accept as reimbursement for the cost of the proposed change or alteration of the water lines, the actual cost of any materials entering into the construction thereof, plus the actual cost of all labor incident to the work. Materials and supplies taken from Water Bureau stores will be paid for at the

(e) continued

> actual cost delivered at the site. Such costs may include actual handling charges in loading and unloading at the storehouse, plus transportation charges from the storehouse to the site.
>
> "Reimbursement for labor will be limited to the actual wages and salaries of individuals employed on the project without surcharge for general supervision or overhead."

I would also suggest that a paragraph (Paragraph "J") be added to Section 1 - "Things to be Done by the State," as follows:

> "Reimburse the Water Bureau for the cost of altering and relaying such of the water lines in S. E. Union Avenue, S. E. Grand Avenue, S. E. Woodard Street and/or other streets affected by the proposed highway improvement, the amount and method of reimbursement to be as detailed hereinafter.

G. S. Paxson

GSP:AP

cc R. H. Baldock

(e) continued

actual cost delivered at the site. Such costs may include actual handling charges in loading and unloading at the storehouse, plus transportation charges from the storehouse to the site.

"Reimbursement for labor will be limited to the actual wages and salaries of individuals employed on the project without surcharge for general supervision or overhead."

I would also suggest that a paragraph (Paragraph "J") be added to Section 1 - "Things to be Done by the State," as follows:

"Reimburse the Water Bureau for the cost of altering and relaying such of the water lines in S. E. Union Avenue, S. E. Grand Avenue, N. E. Woodard Street and/or other streets affected by the proposed highway improvement, the amount and method of reimbursement to be as detailed hereinafter.

G. S. Paxson

GSP:AP

cc R. H. Baldock

168-H

February 4, 1936

The Northwestern Electric Co.
Public Service Building
Portland, Oregon

Attention: [illegible], Property Department

Gentlemen:

We are sorry that we have not earlier been able to provide you with a map showing the proposed location of the Union Avenue Overcrossing, but, until now, we have had no map suitable for the purpose. We are still unable to supply a map for the proposed location between the Union Avenue Overcrossing and Southeast 17th Avenue.

The map for the Union Avenue Overcrossing is being mailed to you under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

[illegible]

NORTHWESTERN ELECTRIC COMPANY
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

January 16, 1936

Mr R H Baldock
State Highway Engineer
Salem Oregon

Dear Sir

In connection with the proposed super-highway from S E 17th Avenue to Union Avenue in Portland, Oregon, we should like to have a map showing the proposed location of this road in order that we may make plans for changes in our lines made necessary by such road construction.

We will appreciate it if you can send us a print at your earliest convenience.

Yours very truly,

Property Department

By

RLS KH

WPGM 168-H

Oregon City, Oregon
January 9, 1935

W. E. Chandler,
Division Engineer,
State Highway Dept.,
Salem, Oregon.

Dear Sir:

Am attaching herewith a letter under date of December 28th, from Thomas Pumfrey, Chief Engineer, Portland Traction Company, touching on the subject of removal of their tracks from Grand Avenue in Portland. There is also attached an estimate of cost furnished by Mr Pumfrey covering all work in connection with the proposed track re-arrangment.

On sheet 1 of the cost estimate items 1, 2, 3, 5, 20 and 21 are included in my estimate of costs for construction of the Highway project and are deductable from Mr Pumfrey's estimate. Owing, however, to a change from the original plan item in line 18 should be increased from 1916 to 2491 Sq. Yds. and item 19 increased from 2394 to 3134 Sq. Yds. These changes leaves the total cost for work to be done by the Traction Company at $28,569.00. In my estimate of costs for the entire project you will find this amount porportioned between Units 3 and 4.

You will note in paragraph two of Mr Pumfrey's letter that he states no allowance has been made for re-arrangement for high tension poles and wires. I am assuming that all charges incidental to this work will be borne by the Portland General Electric Company.

Yours truly,

F. T. Young
Resident Engineer

PORTLAND TRACTION COMPANY

General Offices
Electric Building

COPY COPY COPY COPY COPY COPY COPY COPY COPY COPY

December 26,1935

Mr Frank Young,
Resident Engineer State Highway Dept.,
Oregon City, Oregon.

Dear Sir:

In accordance with your verbal request we attach hereto a preliminary detailed estimate of the cost of railway track and line work made necessary by the construction of the section of the East Portland + Oregon City Highway in Portland from S.E. Woodward and Grand Ave. to Grand Ave. and Sherman Street, which is a part of what is known as Unit No. 3. Total amount of these estimates is $29232.83.

Our estimates make no allowance for any high tension pole or wire work as this is a matter which will be taken care of by the Portland General Electric Co.

The map you sent us shows the new track of the street railway line to leave Grand Ave. at Sherman St., running thence southerly over private right of way to Division Street, thence east on Division St. to S.E. 6th Avenue, thence on S. E. 6th Ave. to Woodward St. and connecting with the tangent track on Woodward St. just east of S. E. 6th Avenue.

Nothing is allowed in our estimate for removing the present tracks on Grand Ave. and Woodward St., with the exception that the present crossing of the Southern Pacific at Grand Ave. and Caruthers St. would be removed and straight rails substituted. The salvage from the abandoned tracks would not warrant their removal and the new highway structure could probably be built without the necessity of removing these tracks. However, our overhead poles and wires, both high tension and railway, must be removed and the high tension wires could probably best be located parallel to the new railway line where the high tension poles could also be used for supporting the trolley wires.

PORTLAND TRACTION COMPANY

General Offices
Electric Building

COPY COPY COPY COPY COPY COPY COPY COPY COPY COPY

December 26,1935

Mr Frank Young,
Resident Engineer State Highway Dept.,
Oregon City, Oregon.

Dear Sir:

In accordance with your verbal request we attach hereto a preliminary detailed estimate of the cost of railway track and line work made necessary by the construction of the section of the East Portland + Oregon City Highway in Portland from S.E. Woodward and Grand Ave. to Grand Ave. and Sherman Street, which is a part of what is known as Unit No. 3. Total amount of these estimates is $29232.83.

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We notice that the width of the private right of way shown on your drawing north of Division St. is only 22 feet, while in our opinion this should be at least 27 feet, with the east line of the right of way parallel to the curve at Division St. and distant at least 8½ feet from the center thereof. This is figured a 9' 6" center to center of tracks, 7' from the center of track to the near side of the poles, which is the State requirement on clearances, and 18" allowance for poles each side of this private right of way. If the high tension poles do not follow our new track alinement it may be possible to extend the span wires on the west side of the tracks for the length of this private right of way and attach to the side of your new viaduct. Even if this is done, temporary poles would have to be set to take care of our span wires until the viaduct structure is built. We believe it would be advisable to have this right of way wide enough for permanent poles on the west side of the track. If it is necessary for the Portland General Electric Co. to have cross arms on these poles either additional width would have to be provided or an easement taken for the extension of these arms over the adjacent private property.

Title to this private right of way should be given to the Portland Traction Co, so that we will be sure we will not be disturbed in our use of it in the future.

A franchise should be obtained from the City in the name of the Traction Company for the new tracks which will be within the street area, which would be on Division Street from 40 feet east of the east line of Grand Ave. to S.E. Sixth Ave., and on S. E. Sixth Ave. from Division Street to Woodward St., after which the existing franchise on the present route which it is proposed to abandon can be cancelled.

It is proposed to construct the new tracks in a manner similar to the construction of the tracks which are abandoned, with the exception that we may have to substitue 80# ASCE T rail 5" high in place of 6" 72# T rail as this is now in Grand Ave., as we have none of the 6" rail in stock and may not be able to obtain it in time for this work. However, we are trying to get this 6" rail, and if we succeed it will probably increase the price of the rail item shown on our estimate.

The new track will be constructed as follows:
8 inches of crushed rock ballast.
6x10-8 wood ties place two-foot cneters.
5" 80# T rail or 6" 72# T rail.
Concrete between ties and reinforced concrete paving in the street area with the exception of the crossing at

Caruthers Street. Track in private right of way to be filled with crushed rock to the top of the ties. Track area and the crossing at Caruthers St. to be paved with 4" plank. We might say the present tracks on Woodward Street are laid with 85# low T rail and paved with reinforced concrete, but of course the new track construction in the street area must be satisfactory to the City of Portland as well as to this company.

In case the property owners adjacent to the private right of way between Division and Sherman Sts. require this private right of way to be paved or planked, or a fence built, the cost of this work would be increased accordingly.

The overhead line work should be built similar to that on the line to be abandoned, consisting of wooden poles, span wire construction, trolly wires same size as the present wires and credit would be allowed for salvage of trolley wire in the present line.

New track and paving work with the exception of the connections to the present tracks at Grand Ave. and Sherman st., 6th and Woodward and the crossing of the Southern Pacific at Caruthers St., could be built by contract if you so desire, but these two connections and the Southern Pacific crossing at Caruthers St., and all line work, must be built by this company.

The entire job complete, including right of way, track, paving and line work, must be built without any expense whatever to this company, and if any portion of it is built by contract this company is to be allowed inspection and supervision expense.

We trust we have given you all the information you require, but in case there is anything additional you may wish we will be pleased to assist you in any way possible.

(signed) Yours truly,

Thomas Pumfrey
Chief Engineer, Railways.

COPY COPY COPY

ESTIMATE FOR CONSTRUCTING TRACK AND LINE WORK FROM GRAND AVE. AND SHERMAN STREET VIA PRIVATE RIGHT OF WAY, DIVISION STREET AND SIXTH AVENUE TO WOODWARD STREET.

TRACK WORK:

1	864 Sq. Yds. Concrete excavation	1.00	$864.00	
2	282 Cu. Yds. Macadam "	1.50	423.00	
3	1265 Cu. Yds. Common "	.75	948.75	
4	781 Cu. Yds. crushed rock in place	3.00	2343.00	
5	2 Curb corner & catch basin reconstruction		350.00	
—	1900 6x10-6 ties	.60	1140.00	R.R.
—	82 tons 80# T rail	35.00	2870.00	R.R.
—	700 feet 120# 7" Guard rail	1.20	840.00	R.R.
—	28 step joints	6.00	168.00	"
—	20 120 # joints	3.50	70.00	"
—	200 80# joints	1.25	250.00	"
—	1000 track bolts	.08	80.00	"
—	23 200# kegs of spikes	7.00	161.00	"
—	1 72# 6" turnout complete	500.00	500.00	"
—	2 80# bolted steam RR crossings	350.00	700.00	"
—	248 joints electric welded with base plates	4.00	992.00	"
—	3800 ft. laying, lining & surfacing track, labor	.75	2850.00	"
	1916 Sq. Yds. concrete between ties	1.50	2873.00	
	2394 Sq. Yds. paving, reinforced	2.00	4788.00	
	4000 BM lumber plank crossing	30.00	120.00	
	300 Sq. Yds. paving covering abandoned tracks	1.00	300.00	
	Removing S.P. crossing and repaving		200.00	R.R.
	Engineering, cont. & Misc.		2383.00	$26,213.75

RR = 10,621 —
1062
11,683

2850.

3500
1450

1.87

#9

2.20
1.60
.80

COPY COPY COPY

Track work, forwarded		$26,215.75 11,683

LINE WORK:

39 35' poles		$450.75
39 Pole tags		
4000 ft 4/0 trolley wire		358.40
85 4/0 grooved C ears		56.10
36 D.C. hangers		37.45
20 S.C. hangers		17.20
256 Porc. breakers Sole #3		51.20
28 S.L. Hangers		26.05
128 2 bolt clamps		20.50
1 4/0 frog		4.10
4 5/8" x 10" lage eye bolts		1.25
4 5/8" expansion shields		m .35
10 Lbs Sulpher rolls		.50
4 4/0 splice ears		9.10
3000 ft. 5/16 guy cable (Span)		60.00
10 Anchors complete		176.20 ✓
		1271.15 ✓
Stores Expense		127.11 ✓
Labor installing new poles and line wk.		1300.00 ✓
Labor removing old poles and line wk.		150.00 ✓
		2848.26 ✓
Engr. Comm. & Misc.		284.82 ✓
		3133.08 ✓
Less salvage from old line:		
4000 ft. 4/0 trolley	89.60	
30 2-bolt clamps	4.80	
93 Porc. breakers	19.60	114.00 ✓
Total net cost of poles & line work		3,019.08 ✓
		11 683
Grand Total,		~~$29,232.83~~

RR = $14,702

12-27-35

Southern Pacific Company

PORTLAND, OREGON

E. L. KING,
SUPERINTENDENT

IN REPLY PLEASE REFER TO

RECEIVED
MAR 27 1936
OREGON STATE HIGHWAY COMMISSION

March 26, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

I am attaching estimate of work to be performed by the Railroad under Force Account in connection with the construction of the overhead crossing at Union Avenue, Portland.

Yours truly,

E L King

Southern Pacific Company
PORTLAND, OREGON

E. L. KING,
SUPERINTENDENT

IN REPLY PLEASE REFER TO

RECEIVED
MAR 27 1936
STATE HIGHWAY COMMISSION

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El King

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
RALPH C. CLYDE, COMMISSIONER

BUREAU OF WATER WORKS
OFFICE OF ENGINEER AND GENERAL MANAGER

BEN S. MORROW
ENGINEER & GENERAL MANAGER
S. J. BENEDICT
C. E. OLIVER
ASSISTANT ENGINEERS

January 8, 1936.

Oregon State Highway Department,
Attention of Mr. F. T. Young, Resident Engineer,
Oregon City, Oregon.

Gentlemen:-

In response to your request we are submitting herewith an estimate of cost of changes and relocations to the distribution and supply systems of the Bureau of Water Works, City of Portland, Oregon, necessitated by the proposed State Highway construction on S. E. Union Avenue and S.E. Grand Avenue, from S.E. Mill St. to S.E. Woodward Street, in accordance with the plan submitted to this office and dated December, 1935.

Yours very truly,

Ben S Morrow
Engineer & General Manager.

BSM-S [illegible]

1156
478
678

ESTIMATED COS[illegible] WORK ON WATER SUPPLY & [illegible]RIBUTION SYSTEM NECESSITATED BY THE CONSTRUCTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY.

✓ Lowering 210' of 30" Cl. D pipe on SE Grand Ave., from NL of SE Woodward to 10 ft. NSL of SE Taggert Street..........@ $12 ft....	$ 2,520.00	
✓ Remove 848' 30" Cl. D pipe on S.E. Grand Ave., from 10' NSL of SE Taggert to 30' NSL of SE Division & 15' NSL of SE Grand Ave. @ $9 ft.	7,632.00	
✓ Relay 812' of 30" Cl. D pipe on S.E. Grand Ave., from 10' NSL of SE Taggert St. to 30' NSL of S.E. Division St..................@ $8 per ft.......	6,496.00	$16,648.00
Abandon 329' 6" pipe on SE Woodward St., from S.E. Grand Ave. to and including SE 6th Ave., and relay 320' of 8" (charge for 6") on SE Taggert St. @ $1.50...$	480.00	
✓ Lower 242' of 6" pipe on SE Grand Ave. from N.L. of SE Woodward St. to 42' NSL of S.E. Taggert @ $1.10....	266.20	
✓ Abandon 1156' of 6" pipe on SE Grand Ave. from S.E. Taggert to NL of SE Caruthers St. and relay 1156' of 6" within same limits, @ $1.50..........................	1,734.00	
✓ Lay 500' of 6" pipe on W.S. of SE Grand Ave., from S.E. Taggert St. to S.E. Ivon St., @ $1.50.............	750.00	
✓ Abandon 822' of 8" pipe on S.E. Union Ave., from S.E. Lincoln to Mill St., and ✓ Relay 825' of 8" within same limits, @ $2.20..........	1,815.00	
✓ Lay 800' of 6" pipe on WS of S.E. Union Ave., from S.E. Lincoln St. to S.E. Mill Street, @ $1.50.........	1,200.00	$ 6,245.20
Relocate 8 hydrants @ (average) $84.75 ea...............	678.00	
Install 4 hydrants @ $125.00 ea.........................	500.00	$ 1,178.00
8 new services @ $27.50...........................	220.00	
34 " " @ 20.00...........................	680.00	
1 " (1-1/2) " @ 75.00...........................	75.00	
1 " (2") " @ 100.00...........................	100.00	
1 3/4" killed @ 6.00...........................	6.00	
Relocate 1 - 3/4" @ 15.00...........................	15.00	
Relocate 1 - 2" @ 50.00...........................	50.00	
Relocate 1 - 4" @ 75.00...........................	75.00	$ 1,221.00
	Total----------	$25,292.20

-248 ? -212

-678

If Mill to [illegible] is not [illegible] cut out last 3 items

Bureau of Water Works,
Portland, Ore., Jan. 8/36.
Ben. S. Morrow, Eng. & Gen. Mgr.

Figs. on R. are reductions over orig. est due to revamping of ramps

168-H

Const.
Grade Crossings
Portland
Union Ave.

December 21, 1936

Mr. E. B. Van Duzer
Inman-Poulsen Lumber Company
Portland, Oregon

Dear Sir:

With reference to your objection to the overcrossing near your place, advise will arrange to see you and discuss the matter, as per our phone appointment, on Friday, January 8, at two p. m.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. Henry F. Cabell
Mr. H. G. Smith
Mr. G. S. Paxson

Mr. Smith and Mr. Paxson:

I want you to go with me.

①

S.P. R.R. ~~by Co.~~ →			5400 —
St. R. by Co. →			[illegible] —
Structure →			285,000 —
St. Ry. by State →			
Exc. —	2300 c.y.	.30	690 —
Remove —	1700 l.ft.	.50	850 —
[illegible] curb line	70	.75	52 —
Rock Base	40	1.50	60 —
Conc. Pvt. —	920 c.y.	@ 18.00	16,560 —
Coarse Rock —	640 c.y. —	1.50	960 —
Fine " —	220 —	2.00	440 —
Sand —	280 —	2.00	460 —
Cement —	750 bbls. —	5 —	3,750 —
			150 —
Class A —	30 tons	5 —	80 —
B —	16 tons	5 —	25 —
	500	.05	300 —
Surf. Finish —	750	.40	3 —
Remi. Pvt.	5	.50	1 —
Filler —	5	.20	
			24,379 —
St. Ry. by State →			
Water Supply by City			25,300 —
Total →			355,079 —

…on Ave

…lowance	Gross All
10	1700
210	2700
120	1600
15	200
6	20
371	14,700
00	15,500
755	5,000
590	29,000
363	9,000
378	4,200
193	6,400
140	2,000
146	1,300
15	300
350	5,000
87	1,050
36	380
2	40
4	20
-	10
15	100
3	38
1	14
47	400
252	4,000

[illegible] cu yds Ex @ 2.00 13,[illegible]00-
500 " [illegible] @ 4.00 2,000
33000 [illegible] Cross Piling @ 0.90 29,700-
7500 cu yds [illegible] [illegible]500-
1,60[illegible] [illegible]00-
55[illegible] [illegible]750-

Railroad to be kept going
Local highway traffic
Div Carruthers to be kept open
at all times
Local Traffic on [illegible]

[illegible] Ave

llowance	Gross
	All
10	1700
210	2700
180	1600
15	200
6	20
1371	14,700
1400	15,500
755	5,000
2590	20,000
863	9,000
378	4,200
493	6,400
140	2,006
146	1,300
15	300
350	5,000
87	1,060
36	380
2	40
4	20
-	10
15	100
5	56
1	14
47	400
252	4,000

①

[illegible] cu yds Exc @ 2.00 — 13,000 -
500 [illegible] Exc below @ 4.00 — 2,000

33000 [illegible] Piling @ 0.90 — 29,700 -
7500 cu yds Class D @ 21.00 — 157,500 -
1,600,000 lbs Reinf @ 0.045 — 72,000 -
5500 ~~[illegible]~~ Handrail @ 4.50 — 24,750 -

$ 298,950
800

Ross Island Connection — 299,750

+10% → 29,975
~~400~~
$ 329,725 -

280

30,000 J

5500
2

2200
2

110000
2750

150000

33000

16,000

Structure Only - 285,000 (Grand)
St. Ry. 27,000
water 25,000
→ R.R. 5,300

342,300
317

ion Ave ①

llowance	Gross All
10	1700
210	2700
180	1600
15	200
6	20
1371	14,700
1400	15,500
755	5,000
2590	29,000
863	9,000
378	4,200
493	6,400
140	2,006
146	1,300
15	300
350	3,000
87	1,050
36	380
2	40
4	20
-	10
15	100
3	38
1	14
47	400
252	4,000

Union Ave ①

	Unit	Net	Allowanse	Gross
1. Clearing & Grubbing	All			All
2 Removal of Railway Tracks	Lin. Ft.	1690	10	1700
3 Trench Excavation 0 - 5'	Cu. Yds.	2490	210	2700
4 5 -10'	" "	1650	120	1600
5 10 -15'	" "	185	15	200
6 15 -20'	" "	14	6	20
7 Excavation Single Classif.	" "	13,329	1371	14,700
8 Common Borrow		14,100	1400	15,500
9 Overhaul	Yd. Sta.	4,245	755	5,000
10 Truck Haul	Yd. Mi.	26,410	2590	29,000
11 Removal of Old Pavement	Sq. Yd.	8,137	863	9,000
12 " " Sidewalks	" "	3,822	378	4,200
13 " " Curbs	Lin. Ft.	5,907	493	6,400
14 6" Porous Drain Tile	" "	1,860	140	2,000
15 6" Sewer Pipe	" "	1,154	146	1,300
16 8" " " under pavement	" "	285	15	300
17 8" Sewer Pipe	" "	2,650	350	3,000
18 10" " "	" "	963	87	1,050
19 12" " "	" "	344	36	380
20 Special Sections of 8" Pipe	One	38	2	40
21 " " " 10" "	One	16	4	20
22 " " " 12" "	One	10	-	10
23 Rock Backfill in Drains	Cu. Yds.	85	15	100
24 Concrete Catch Inlets	One	35	3	38
25 Concrete Manholes	One	13	1	14
26 Concrete Curb	Cu. Yds.	353	47	400
27 Concrete Sidewalks	Sq. Yds.	3,748	252	4,000

		Unit	Net	Allowance	Gross
Clearing and Grubbing		all			all
Removal of Railway Tracks		lin ft.	1690 -	10 -	1700
Trench Excavation	0 - 5'	Cu.yds	2490 -	210 -	2700
	5 - 10	"	1480 -	120 -	1600
	10 - 15	"	185 -	15 -	200
	15 - 20	"	14 -	6 -	20
Excavation Single Classification		"	13,329 -	1371 -	14,700
Common Borrow		"	14,100 -	1400 -	15,500
Overhaul		yd sta	4245	755	5,000
Truck Haul		yd mi	26410	2590	29,000
Removal of Old Pavement		sq yd.	8137	863	9,000
" " Sidewalks		" "	3,822	378	4,200
" " Curbs		lin ft.	5907	493	6,400
6" Porous drain Tile		" "	1860	140	2000
6" Sewer Pipe		" "	1154	146	1,300
8" " " under Pavement		" "	285	15	300
8" Sewer Pipe		" "	2650	350	3,000
10" " "		" "	963	87	1,050
12" " "		" "	344	36	380
Special Sections of 8" Pipe		One	38	2	40
" " " 10" "		One	16	4	20
" " " 12" "		One	10	-	10
Rock Backfill in Drains		Cu. yds.	85	15	100
Concrete Catch Inlets		One	35	3	38
Concrete Manholes.		One	13	1	14
Concrete Curb.	?	Cu. yds.	353	47	400
" Sidewalks.		Sq. yds.	3748	252	4,000

	Unit	Net	Allow	Gross	Price	Amount
28 Concrete Driveway Aprons	sq yds	298	32	330		
29 Gravel Subbase	cu. yd	2500	300	2800		
30 Rock Base	"	470	50	520		
31 Coarse Rock in Track Foundation	"	582	58	640		
Fine " " " "	"	195	25	220		
Sand " " "	"	212	18	230		
Sand Cushion	"	192	58	250		
Filler	"	40	10	50		
Hauling Filler	Yd mi	40	10	50		
Cement in Track Foundation	bbl	706	44	750		
Concrete Pavement at Railway Tracks	cu. yd	894	56	950		
Portland Cement Concrete Pavement	sq yd	17364	366	18,000		
3/4 inch Expansion Joints	Lin ft.	2300	200	2.500		
1/2 inch " "	"	1650	150	1,800		
Contraction Joints	"	8420	580	9,000		
Dowels	One	9620	380	10,000		
Tie bars and Reinforcement	lbs	24,630	2370	27,000		
Class A Asphaltic Concrete	ton	1452	98	1.550		
" B " "	ton	366	34	400		
Sur-face Finish Coat	sq yd.	8900	800	9.700		

EAS ORTLAND - OREGON CITY HIGHWAY

ESTIMATE OF COST OF PROPOSED LOCATION FROM 17th & SCHILLER STREET TO UNION AVENUE & MILL STREET VIA GRAND AVENUE

Unit #3 Station 557+00 -to- 584+53.8

Item	Unit	Price	Total	Allowance	G.Total	Amount
Clearing & Grubbing	All	$100.00	—	—	—	$100.00
Excavation (single class)	Cu. Yd.	.30	7288	712	8000	2400.00
Borrow	Cu. Yd.	.50	4740	460	5200	2600.00
Overhaul	Sta. Yd.	.03	2625	275	2900	87.00
Truck Haul	Yd. Mi.	.12	560	40	600	72.00
Pavement Removal (Bit.)	Sq. Yd.	.30	766	74	840	252.00
Pavement Removal (Conc.)	Sq. Yd.	.40	2380	220	2600	1040.00
Curb Removal	Lin. Ft.	.05	1415	135	1550	77.50
Inlet Removal	Ea.	2.00	7	1	8	16.00
Sidewalk Removal	Sq. Yd.	.20	1107	93	1200	240.00
Driveway Removal	Sq. Yd.	.25	19	1	20	5.00
Drain Pipe 6"	Lin. Ft.	.45	876	84	960	432.00
Drain Pipe 8" (under Pavement)	Lin. Ft.	.75	66	4	70	52.50
Concrete Catch Inlet	Each	15.00	7	1	8	120.00
Raise or Lower M.H. 0-2'	Each	4.00	3	-	3	12.00
Raise or Lower M.H. over 2'	Lin. Ft.	3.00	19	1	20	60.00
Trench Excavation 0 -4'	Cu. Yd.	1.00	12	3	15	15.00
" " 0 -8'	Cu. Yd.	1.50	338	32	370	555.00
" " 0 -12'	Cu. Yd.	1.75	79	11	90	157.50
" " over 12'	Cu. Yd.	2.00	18	2	20	40.00
Concrete Curbs	Lin. Ft.	.35	3252	328	3580	1253.00
Concrete Sidewalks	Sq. Yd.	1.25	1260	130	1390	1737.50
Concrete Driveways and Aprons	Sq. Yd.	1.40	23	2	25	35.00
7" Concrete Pavement (Highway)	Sq. Yd.	1.60	3459	71	3530	5648.00
7" Concrete Pavement (Streets)	Sq. Yd.	1.50	4430	90	4520	6780.00
Expansion Joints	Lin. Ft.	.15	789	11	800 m	120.00
Contraction Joints	Lin. Ft.	.05	3945	55	4000	200.00
Tie Bars & Reinforcements	Lbs.	.05	11691	209	11900	595.00
Dowels	Each	.15	3945	55	4000	600.00
Sand Cushion	Cu. Yd.	.75	329	31	360	270.00
4"-0 Gravel, sub-base & Shoulder	Cu. Yd.	.75	1343	137	1480	1110.00
1½" -0 Crushed Rock sub-base, and shoulders	Cu. Yd.	1.50	79	11	90	135.00
½" -0 Screenings-Shoulders	Cu. Yd.	2.00	9	1	10	20.00
Shoulder Aggreate	Cu. Yd.	3.00	21	4	25	75.00
No 3 Road Oil	Ton	30.00	1.6	0.4	2	60.00
Cutback	Ton	30.00	0.4	0.1	0.5	15.00
Class B Asphalt	Ton	5.00	50	5	55	275.00
Class C Asphalt	Ton	5.00	109	11	120	600.00
Surface Finish Coat	Sq. Yd.	.05	511	49	560	28.00
Concrete Retaining Wall (Private)	Cu. Yd.	20.00	60	5	65	1300.00
Track Removal	Lin. Ft.	.50	1188	112	1300	650.00
Finishing Roadbed & Slopes	Mile	150.00	0.14	—	0.14	21.00
Removal Handrail (Bridge)	Lin. Ft.	2.00	152	18	170	340.00
Removal Lamp Standards (Bridge)	Each	5.00	2	-	2	10.00
Removal Concrete Retaining Wall (Bridge)	Cu. Yd.	2.00	16	4	20	40.00

Total....................	30,251.00
10%	3,025.00
Grand Total Gr. & Pav.	$33,276.00
Plus cost for moving water mains as given by the Portland Water Dept.	11,981.45
Plus cost of moving Portland Traction Company tracks and re-laying	9,829.00
Grand Total........ .	$55,086.45

1936

Cost of structures to be furnished by Bridge Dept.
Cost of right-of-way to be furnished by Right-of-Way Dept.

January 11, 1936

EAS[illegible]ORTLAND – OREGON CITY HIGHWAY

ESTIMATE OF QUANTITIES AND COSTS OF PROPOSED LOCATION FROM 17th & SCHILLER STREET TO UNION AVENUE & MILL STREET VIA GRAND AVENUE

Unit # 4 Station 564+53.8 -to- 590+60.3

Item	Unit	Price	Total	Allowance	G.Total	Amount
Clearing & Grubbing	All	$250.00	100%	—	100%	$250.00
Excavation (single class)	Cu. Yd.	.30	6044	606	6650	1995.00
Borrow	Cu. Yd.	.50	1820	180	2000	1000.00
Overhaul	Sta. Yd.	.03	2420	240	2660	79.80
Truck Haul	Yd. Mi.	.12	1809	181	1890	226.80
Pavement Removal (Bit)	Sq. Yd.	.30	4074	406	4480	1344.00
Pavement Removal (Conc.)	Sq. Yd.	.40	1797	183	1980	792.00
Curb Removal	Lin. Ft.	.05	3605	365	3970	198.50
Inlet Removal	Each	2.00	15	2	17	34.00
Sidewalk Removal	Sq. Yd.	.20	2291	229	2520	504.00
Driveway Removal	Sq. Yd.	.25	60	10	70	17.50
Reinforced Concrete Wall Removal Sta 580+34–582+43	Cu. Yd.	1.00	95	5	100	100.00
Drain Pipe 8"	Lin. Ft.	.45	2287	223	2510	1129.50
Drain Pipe 8" (under pavement)	Lin. Ft.	.75	309	31	340	255.00
Concrete Catch Inlets	Each	15.00	23	2	25	375.00
Man Holes 0–8'	Each	50.00	1	-	1	50.00
Raise or Lower M. H. 0–2'	Each	4.00	8	2	10	40.00
Raise or Lower M. H. over 2'	Lin. Ft.	3.00	15	2	17	51.00
Trench Excavation 0–4'	Cu. Yd.	1.00	111	9	120	120.00
" " 0–8'	Cu. Yd.	1.50	791	79	870	1305.00
" " 0–12'	Cu. Yd.	1.75	144	16	160	280.00
" " over 12'	Cu. Yd.	2.00	45	5	50	100.00
Concrete Curbs	Lin. Ft.	.35	7873	787	8660	3031.00
Concrete Sidewalks	Sq. Yd.	1.25	2870	290	3160	3950.00
Concrete Driveway & Apron	Sq. Yd.	1.40	451	49	500	700.00
7" Concrete Pavement (highway)	Sq. Yd.	1.60	3585	75	3660	5856.00
7" Concrete Pavement (Street)	Sq. Yd.	1.50	11431	229	11660	17490.00
Expansion Joints	Lin. Ft.	.15	1502	28	1530	229.50
Contraction Joints	Lin. Ft.	.05	7507	153	7660	383.00
Tie Bars & Reinforcement	Pounds	.05	15931	949	16880	844.00
Dowels	Each	.15	7507	153	7660	1149.00
Sand Cushion	Cu. Yd.	.75	626	64	690	517.50
4" -0 Gravel sub-base & Shoulders	Cu. Yd.	.75	2255	225	2480	1860.00
$1\frac{1}{4}$" -0 Crushed rock Sub-base & Shoulders	Cu. Yd.	1.50	89	11	100	150.00
Class "B" Asphalt	Ton	5.00	269	31	300	1500.00
Class "C" Asphalt	Ton	5.00	281	29	310	1550.00
Class "E" Asphalt	Ton	5.00	21	2	23	115.00
Surface Finish Coat	Sq. Yd.	.05	3088	312	3400	170.00
Concrete Retaining Walls (Private)	Cu. Yd.	20.00	82	8	90	1800.00
Track Removal	Lin. Ft.	.50	537	53	590	295.00
Finishing Roadbed & Slopes	Mile	150.00	0.49	-	0.49	73.50
Extra Concrete Between Ties (Caruthers Street)	Cu. Yd.	12.00	17	3	20	240.00

Total.................... $ 52,150.60

10%.................... 5,219.40

Grand Total Grading and Paving............ $ 57,370.00

Plus Costs for moving water mains as given by Portland Water Department 8,305.75

Plus cost of moving Portland Traction Company tracks and overhead lines 18,740.00

Grand total............. $ 84,415.75

Cost of walls and structures to be furnished by Bridge Dept.
Cost of right-of-way to be furnished by Right-of-Way Dept.

RECEIVED
JAN 13 1936

January 11, 1936

EAST PORTLAND - OREGON CITY HIGHWAY

ESTIMATE OF QUANITIES AND COST FOR CONSTRUCTION OF EAST RAMP BETWEEN MILL STREET AND LINCOLN STREET

THESE QUANITIES ARE DEDUCTABLE FROM UNIT # 4 ESTIMATE IN CASE RAMP IS NOT CONSTRUCTED

Item	Unit	Price	Total	Allowance	G.Total	Amount
Excavation (single class	Cu. Yd.	.30	3404	346	3750	$1125.00
Pavement Removal (Bit.)	Sq. Yd.	.30	194	16	210	63.00
Pavement Removal (Concrete)	Sq. Yd.	.40	156	14	170	68.00
Curb Removal	Lin. Ft.	.05	832	88	920	46.00
Inlet Removal	Each	2.00	2	-	2	4.00
Sidewalk Removal	Sq. Yd.	.20	793	77	870	174.00
Reinforced Concrete Wall Removal (Sta 580+34-582+43)	Cu. Yd.	1.00	95	5	100	100.00
Drain Pipe 8"	Lin. Ft.	.45	448	52	500	225.00
Drain Pipe 8" (Under Pavement)	Lin. Ft.	.75	24	2	26	19.50
Concrete Catch Inlets	Each	15.00	2	-	2	30.00
Trench Excavation 0 -4'	Cu. Yd.	1.00	17	3	20	20.00
Trench Excavation 0 -8'	Cu. Yd.	1.50	176	14	190	285.00
Concrete Curbs	Lin. Ft.	.35	1849	181	2030	710.50
Concrete Sidewalks	Sq. Yd.	1.25	502	48	550	687.50
7" Concrete Pavement (Streets)	Sq. Yd.	1.50	2285	45	2330	3495.00
Expansion Joints	Lin. Ft.	.15	228	2	230	34.50
Contraction Joints	Lin. Ft.	.05	1138	22	1160	58.00
Tie Bars & Reinforcement	Pound	.05	8703	797-	9500	475.00
Dowels	Each	.15	1138	22	1160	174.00
Surface Finish Coat	Sq. Yd.	.05	100	10	110	5.50
Sand Cushion	Cu. Yd.	.75	95	5	100	75.00
4" -0 Gravel Sub-base & Shoulders	Cu. Yd.	.75	324	26	350	262.50
$1\frac{1}{4}$"-0 Crushed Rock Sub-base & Shoulders	Cu. Yd.	1.50	11	1	12	18.00
Class "B" Asphalt	Ton	5.00	18	2	20	100.00
Class "C" Asphalt	Ton	5.00	12	1	13	65.00
Concrete Retaining Wall(Private)	Cu. Yd.	20.00	82	8	90	1800.00
			Total			$ 10,120.00
			10%			1,012.00
			Grand Total			$ 11,132.00

January 11, 193[illegible]

168-A

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1213-B

CHECK

ACCT'G INFMN.

TIME FILED

Miami Fla

Send the following message, subject to the terms on back hereof, which are hereby agreed to

12-13 — 1930

To: C. C. Crow

Street and No. Pacific Coast Lumber Digest

Place Portland, Oregon

NOTED

Final decision as to design for Union Avenue overhead crossing was made by Highway Commission at its last meeting after careful consideration of all factors believed to be involved and I do not feel that any change should be made at this time Stop Regret that my view and that of Commission does not concur with yours and if you desire. I will be glad to ~~discuss~~ discuss matter with you upon my return about Dec. 20th

Henry F. Cabell

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CONTRACT#1882

FLH 1-C Cinder Butte-Silver Cr. Sec., 1936
Lakeview-Burns Hwy.

#1882

RECEIVED
SEP 3 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
SEP 3 - 1937
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FLH No. 1-C
Lake County Line-Okerman Ranch section
Lakeview-Burns Highway

September 2, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Jon

Hwy. 11579

Section C, Oregon Project No. FLH 1

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 13, 1931, by the State Highway Commission of Oregon, and on January 18, 1932, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on June 9, 1932, April 19, 1933 and on September 15, 1936, respectively, by the said State Highway Commission, and on June 21, 1932, May 11, 1933 and November 4, 1936, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Project No. FLH 1; and

WHEREAS, the said State Highway Commission has requested that the estimate of cost approved for said Section C be decreased from $74,130.02 to $74,129.92; and that the Federal funds approved and set aside to the credit of said Section C be increased from $66,169.34 to $71.488.33:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of seventy-one thousand, four hundred eighty-eight and 33/100 dollars ($71,488.33) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of seventy-one thousand, four hundred eighty-eight and 33/100 dollars ($71,488.33), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-four thousand, one hundred twenty-nine and 92/100 dollars ($74,129.92) the approved total estimated cost of Section C of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 19th day of July, 1937, and the Secretary of Agriculture on the 5th day of August, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By H. J. O'Leary
Acting Chief, Bureau of Public Works

Section C, Oregon Project No. FLH 1.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FLH 1-C State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 74,129.92 in lieu of the $66,169.34 approved by Certificate of 11/4/36 as the total estimated cost of said project, and the sum of $ 71,488.33 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 5th day of August one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. S. Fairbank
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

RECEIVED
JUL 20 1937
FOR FILING
1-C

July 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Lake County Line-Okerman Ranch Section, Project No. FLH 1-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/MR

Encl.

RECEIVED
JUL 14 1937
F

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FLH 1-C
Lake County Line-
Okerman Ranch Section
of Lakeview-Burns Hwy.

July 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Leo

RECEIVED
1936

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FLH 1-C,
Lake County Line- Okerman Ranch Section

November 12, 1936

1-C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

T. M. Davis
By T. M. Davis
Highway Engineer

Encls.

Jor

Section C,
Oregon Project No. FLH 1.

Apr 11579

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 15, 1931, by the State Highway Commission of Oregon, and on January 18, 1932, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on June 9, 1932 and on April 19, 1933, respectively, by the said State Highway Commission, and on June 21, 1932 and May 11, 1933, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Federal Lands Highway Project No. E-1, hereafter to be known and designated as Section C of Oregon Project No. FLH 1; and

WHEREAS, the plans and specifications previously approved for said Section C provided for the construction of 17.171 miles of graded road, in Harney County, for which the estimate approved was $49,277.39, and $48,841.59 Federal funds were set aside to the credit of said Section C; and

WHEREAS, the construction of said Section C in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $48,872.92, and voucher in the sum of $47,903.35 has been passed for payment as the share of the Federal Government on said Section C; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section C and a revision of the plans, specifications and estimate approved therefor to provide for the construction of an oil mat wearing surface on those portions of the project between survey stations 4454+00 and 4575+91, 4638+14 and 4674+93, and between survey stations 4694+06 and 4738+04, at an estimated cost of $25,257.10; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from the previous actual cost of $48,872.92 to $74,130.02, and that the Federal funds approved and set aside to the credit of said Section C be increased from the previous actual payment of $47,803.33 to $66,169.34;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixty-six thousand, one hundred sixty-nine and 34/100 dollars ($66,169.34) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Clause (c) of Article I shall read:

> "(c) Funds to the extent of $66,169.34 will be made available from appropriations made by act of December 20, 1930 (Public No. 550 - 71st Congress), act of July 21, 1932 (Public No. 302, 72rd Congress), for carrying out the provisions of act approved June 24, 1930 (46 Stat. 805), and by act approved May 17, 1935 (Public No. 62, 74th Congress)."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of sixty-six thousand, one hundred sixty-nine and 34/100 dollars ($66,169.34), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-four thousand, one hundred thirty and 02/100 dollars ($74,130.02), the approved total estimated cost of Section C of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 15th day of September, 1936, and the Secretary of Agriculture on the 4th day of Nov, 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission.

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

Section C, Oregon Project No. FLH 1.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FLH 1-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $74,130.02 in lieu of the previous actual payment of $47,905.33, as the total estimated cost of said project, and the sum of $66,169.34 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of Nov. one thousand nine hundred and Thirty-six

SECRETARY OF AGRICULTURE,

By ______________________
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4630

V + C

CF CC

#1882

October 5, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1882 for the construction of the Cinder Butte-Silver Creek and Silver Creek-Sage Hen Hill Sections of the Lakeview-Burns and Central Oregon Highways in Harney County, has been completed by the contractors, Babler Bros., and that final settlement will be made by the State with said contractors on or after October 13, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors will be $80,261.25, including the final payment. Of this amount $87.35 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

1-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

RECEIVED
SEP 26 1936
OREGON
STATE HIGHWAY COMMISSION

Sept. 25, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed herewith is a copy of the estimate on which is based the reopened project agreement for Oregon Federal Lands Project 1-C, Lake County Line-Okerman Ranch Section of the Lakeview-Burns Highway, revised by the addition of a statement of previous work, Federal funds and length, bearing the approval of the Regional Office dated September 23, 1936.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#1882

1-C

September 21, 1938

United States Fidelity & Guaranty Company,
C. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Brothers in connection with Contract No. 1882, Cinder Butte-Silver Creek and Silver Creek-Sage Hen Hill Section of the Lakeview-Burns and Central Oregon Highways in Harney County. This payment will be made on or after October 1, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

September 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of modified agreement for the Cinder Butte-Silver Creek Section, Project No. FLH-1.

We are likewise enclosing six copies of revised estimate, which contain a statement of completed Federal Aid work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Lands
Highway Project No. FLH 1-C

LAKE COUNTY LINE-[illegible] RANCH SECTION
OF THE LAKEVIEW-BURNS HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadway- -	$48,272.92
Federal Lands Highway Funds Paid, Roadway- - - - - - - - - - - -	$47,803.33
Length -	17.171 mi.

Roadway Through Government Lands
(Sta. 4454+00 to 4575+91)
(Sta. 4632+14 to 4674+93)
(Sta. 4694+06 to 4738+04)

6,200	cu. yds.	Gravel Base Surfacing	$ 0.32	$ 1,984.00
4,800	cu. yds.	Cinder Base Surfacing	0.35	1,680.00
3,700	cu. yds.	Gravel Top Surfacing	0.35	1,295.00
35,400	yd. mi.	Hauling Gravel Materials	0.12	4,248.00
25,000	yd. mi.	Hauling Cinder Materials	0.10	2,500.00
2,200	cu. yds.	Filler	0.35	770.00
2,200	yd. mi.	Hauling Filler	0.15	330.00
1,180	cu. yds.	Mineral Aggregate in Place	3.80	4,484.00
118	tons	No. 3 Oil in Place	35.00	4,130.00
44	tons	Emulsified or Outback Asphalt in Seal Coat	35.00	1,540.00
			Subtotal	$22,961.00
			10% Engr. & Cont.	2,296.10
			Total	$25,257.10

Length 4.952 miles
Cost per mile $5,100.38

FLH Funds Requested- -	$18,366.01
State Funds Available- -	6,891.09
	$25,257.10

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: Chap. 41, laws 1927

Form 333—5M—5-36

1-e

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

SEP 15 1936

For Week Ending Sept 12, 1936

Section [illegible] Hill

Kind of work Surfacing & Oiling

Highway Lakeview [illegible] & [illegible]

Section prefix 13-1006

Contractor [illegible] Bros

Contract number 1882

Date of contract June 5, 193

Date of completion Aug 31 & Oct 31, 1936

Date work started June 13, 1936

Estimated date of completion , 193

Amount of contract $119,938.[illegible]

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $80,300.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2750.00, 3.4 %

Date project was completed Aug 25, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate delivered to Division office at Bend.

Two days of week were spent on [illegible] Ranch-Lakeview Jct Section, balance of time finishing semi-final on this contract.

Crew for the week was Mat'l Inspector Robertson.

Signed O.O. [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

1-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 11 1936
OREGON
STATE HIGHWAY COMMISSION

September 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are enclosing two copies of the modified project agreement reopening Oregon Federal Lands Project No. 1-C, Lake County Line-Okerman Ranch Section of the Lakeview-Burns Highway in Harney County, for signature and return to this office, together with an approved copy of the detail estimate upon which this modification was based.

The agreement estimate for this project does not show all the information required for reopenings. It is, accordingly, requested that when returning the signed agreements you please also enclose six copies of an amended estimate which will include a statement of the cost of previously completed work, the Federal Lands funds paid, and the length.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Senior Highway Engineer

Encls.

1-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 1936

Sept. 3, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FLH 1-C Cinder Creek-Silver Butte Unit, Lake County Line-Okerman Ranch Section, was made by a representative of this office on August 27, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

L. H. LYNCH
District Engineer

By LJCaufield

L. J. Caufield
Highway Engineer

Jon

1-C

August 27, 1936

Mr. A. A. Fossen
Resident Highway Engineer
Burns, Oregon

Dear Sir:

Reference is made to the order for state force work dated June 11th, 1936, on the Silver Creek-Sage Hen Hill Section, Contract No. 1882, for raising bridges to meet new grade of surfacing. We note that this order carries the prefix of 13-1106, whereas it should be Prefix 13-1806. Please see that any future charges against this order are distributed to the correct prefix.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. R. Parsons/ER

cc W. R. Chandler

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

7

1-e

August 13, 1936

AUG 14 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

On the Silver Creek-Sage Hen Hill and Silver Creek-Cinder Butte Oiling Projects I found it necessary to put on another twenty five hundredths cutback seal on about seven miles of this project. This due to excessive dust on the subgrade. It was impossible in most places to get a satisfactory base in any other manner. This will give us a good type base and I think will materially help the job.

Due to putting down this five tenths cutback on this seven miles I would like to decrease the four tenths shot of 95 on the O 9 Specification.

Will you please advise.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC/e

NOTED
State Highway Engineer

1-C

July 30, 1936

Mr. F. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Lake [illegible]y Line-Chewaucan Ranch Section, Project No. FLH 1-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Federal Lands
Highway Project No. FLH 1-C

LAKE COUNTY LINE-OKERMAN RANCH SECTION

OF THE LAKEVIEW-BURNS HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 15, 1936

Roadway Through Government Lands
Sta. A454+00 to A575+91
Sta. A632+14 to A671+93
Sta. A694+06 to A738+04

6,200	cu. yds.	Gravel Base Surfacing	$ 0.32	$ 1,984.00
4,800	cu. yds.	Cinder Base Surfacing	0.35	1,680.00
3,700	cu. yds.	Gravel Top Surfacing	0.35	1,295.00
35,400	yds. mi.	Hauling Gravel Materials	0.12	4,248.00
25,000	yds. mi.	Hauling Cinder Materials	0.10	2,500.00
2,200	cu. yds.	Filler	0.35	770.00
2,200	yds. mi.	Hauling Filler	0.15	330.00
1,180	cu. yds.	Mineral Aggregate in Place	3.80	4,484.00
118	tons	No. 3 Oil in Place	35.00	4,130.00
44	tons	Emulsified or Cutback Asphalt in Seal Coat	35.00	1,540.00
		Subtotal		$22,961.00
		10% Engr. & Cont.		2,296.10
		Total		$25,257.10

Length 4.952 miles
Cost per mile $5,100.38

FLH Funds Requested- - - - - - - - - - - - - - - - - - - -	$18,366.01
State Funds Available- - - - - - - - - - - - - - - - - - -	6,891.09
	$25,257.10

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: Chap. 41, laws 1927

1-C

June 19, 1936

Babler Brothers
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of State Highway Contract No. 1882, awarded to you on June 3, 1936, for 10.48 miles of surfacing and oiling on the Cinder Butte-Silver Creek and Silver Creek-Sage Hen Hill Sections of the Lakeview-Burns and Central Oregon Highways, in Harney County.

This copy is being sent you for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

DP

1-e

June 13, 1936

Mr. K. D. Lytle
Highway Division Engineer
Bend, Oregon

Dear Sir:

In reply to your letter of June 11th, the correct prefix for the Cinder Butte-Silver Creek and Silver Creek-Sage Hen Hill Sections, Contract No. 1882, is 13-1006. Will you please change the project expenditure authorization form accordingly.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/[illegible]

0133 8M 7-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

June 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

We note on the contract for the Cinder Butte-Silver Creek and Silver Creek-Sage Hen Hill Section Contract No. 1882 the job prefix is given as 13-1006, while the project expenditure authorization recently received gives the job as 13-1106, kindly advise which prefix is correct.

Very truly yours,

K. D. Lytle
Division Engineer

By: W O Widdows
W. O. Widdows

wow/e
cc H. G. Smith

Seattle 19 2-7-36 10M

#1882

1-C

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.

GENERAL AGENT

RAINIER BUILDING, 208 MARION STREET
SEATTLE, WASH.

June 11, 1936

[illegible] 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Babler Bros.

We are sending you under separate cover four copies of the contract and bond on Cinder Butte-Silver Creek- and Silver Creek-Sage Hen Hill Section of Lakeview-Burns Central Oregon Highway in Harney County, which contracts and bonds have been executed on behalf of Babler Bros., and the bond has been executed by the United States Fidelity & Guaranty Company.

We trust that you will find these papers all in order, and will appreciate it very much indeed if you will send the Bonding Company's copy of this contract to ourselves.

Thanking you in advance for your kindness, we are

Very truly yours,
McCOLLISTER & CAMPBELL, Inc.,
By D H McCollister

DHM-s

CONFIRMATION

1-C

of Public Roads

8010-20 Oregon

Portland, Oregon
June 3, 1936

R. H. Baldock
State Highway Engineer
Salem, Oregon

RE WIRE TODAY THIS IS OUR CONCURRENCE IN AWARD OF CONTRACT OREGON FEDERAL LANDS PROJECT ONE C TO BABLER BROS WHO SUBMITTED LOW BID MAY TWENTY SECOND

Lynch

Paid govt. rate

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 3, 1936

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY OF CINDER BUTTE-SILVER CREEK PROJECT TO BABLER BROTHERS ON BASIS BID SUBMITTED MAY TWENTY SECOND

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Babler Bros
??
Portland Oregon

The ~~State Highway~~ Commission on June 3rd awarded you contract for construction of Cinder Butte Silver Creek Sage Hen Hill project on Lakeview-Burns and Central Oregon Highways in Harney County for which you submitted low bid on May 22nd - stop contract forms for your acceptance follow shortly

H B Glaisyer Secretary
State Hwy Commission

Postal telegram

1-C

May 5, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for surfacing and oiling of the Cinder Butte-Silver Creek Section, Project No. FLH 1-C.

Five bid proposals and five blueprint copies of plan sheet No. 2-A are being sent under separate cover.

In connection with the status of ownership of the lands traversed by this project, we are enclosing herewith three copies of a letter containing a notation made by the U. S. Land Office at The Dalles. The comment made regarding the S. ½ of the N.W. ¼ of Sec. 32, T. 23 S., R. 27 E., concerns the application of the State Highway Department for this property for the purpose of making available to the contractor gravel deposits for use in connection with the surfacing and oiling work to be done on the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 1-C

LAKE COUNTY LINE-[illegible] RANCH SECTION OF THE LAKEVIEW-BURNS HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications for surfacing and oiling. Not as basis for project agreement.)

Salem, Oregon, May 4, 1936

Roadway Thru Government Lands (Sta. 4454+00 to 4575+91)
(Sta. 4632+14 to 4674+93) (Sta. [illegible] to [illegible])

6,200	cu. yds.	Gravel Base Surfacing	$ 0.35	$ 2,170.00
4,800	cu. yds.	Cinder Base Surfacing	0.40	1,920.00
3,700	cu. yds.	Gravel Top Surfacing	0.40	1,480.00
35,400	yd. mi.	Hauling Gravel Materials	0.12	4,248.00
25,000	yd. mi.	Hauling Cinder Materials	0.11	2,750.00
2,200	cu. yds.	Filler	0.40	880.00
2,200	yd. mi.	Hauling Filler	0.20	440.00
1,180	cu. yds.	Mineral Aggregate in Place	3.60	4,248.00
118	tons	No. 3 Oil in Place	32.00	3,776.00
44	tons	Emulsified or Cutback Asphalt in Seal Coat	32.00	1,408.00
		Subtotal		$ 23,320.00
		10% Engr. & Cont.		2,332.00
		Total		$ 25,652.00

Length 4.952 miles
Cost per mile $ 5,180.12

FLH Funds Requested	$ 18,366.01
State Funds Available	7,285.99
	$ 25,652.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 8 1936
OREGON

May 7, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Lands Highway Project No. 1-C, Reopening, the Cinder Butte-Silver Creek Unit of the Lake County Lino-Okerman Ranch Section of the Lakeview-Burns Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our authorization for advertisement is contingent on our approval of the P.S.& E. prior to the approval of the program being consistent with the rules and regulations. It is to be understood that concurrence in award will not be made prior to the approval of the revised program.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

May 7, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Lands Highway Project No. 1-C, Reopening, the Cinder Butte-Silver Creek Unit of the Lake County Line-Sherman Ranch Section of the Lakeview-Burns Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Our authorization for advertisement is contingent on our approval of the P.S.& E. prior to the approval of the program being consistent with the rules and regulations. It is to be understood that concurrence in award will not be made prior to the approval of the revised program.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

CONTRACT# [redacted] 1883

103-1011 Butte Creek-Rock Creek Section
Woodburn-Mt.Hood Highway 1936

1883

#1883

RECEIVED
JAN 15 1937
FOR FILING
103-1011

January 14, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leedy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1883 for the construction of the Butte Creek-Rock Creek Section of the Woodburn-Mt. Hood Secondary Highway in Clackamas County, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 23, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $25,909.11, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1883

RECEIVED
DEC 24 1936
FOR FILING

203-1011

December 23, 1936

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harold Blake on Contract No. 1883 for the construction of the Butte Creek-Rock Creek Section of the Woodburn-Mt. Hood Secondary Highway in Clackamas County. This payment will be made on or after January 2, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form 338—5M—7-36

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 19, 1936., 193

Section Butte Creek-Rock Creek

Kind of work Grading and Surfacing

Highway Woodburn - Mt. Hood Secondary

Section prefix 103-1011

Contractor Harold Blake

Contract number 1883

Date of contract June 26, 1936., 193

Date of completion Nov, 30, 1936., 193

Date work started June 30, 1936., 193

Estimated date of completion Nov. 14, 1936., 193

Amount of contract $27,206.40

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $25,880.41

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 1,650.00, 6 %

Date project was completed Nov, 14, 1936., 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate was completed and taken to Salem Monday morning by L.D. Mars.

RECEIVED
DEC 21 1936
DIVISION ENGINEER
DIVISION NO.

NOTED
H. W. LIBBY

NOTED
H. G. SMITH

Signed L.D. Mars,
Res. Engineer,
Address Woodburn, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.2	2.2			
Miles partially completed					
Miles completed	2.2	2.2			
Total estimated quantities	31,000	13,500			
Estimated quantities moved or placed to date	27,945.9	13,629.5			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy, Showers		
Monday	"	"	
Tuesday	Cloudy		
Wednesday	"		
Thursday	Rain		
Friday	Clear		
Saturday	Foggy		

RECEIVED
DEC 21 193[illegible]

FORM 5-B-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

103-1011

1936 ([illegible])

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. C. Smith.

Dear Sir:

Herewith special provisions, with estimate and profile, on the Butte Creek-East Section of the Mt. Hood-Woodburn Highway, covering the proposed grading and surfacing project provided for in the State improvement program. The map for this section is in the Drafting Department being used to check right of way descriptions.

103-1011

There are also being submitted herewith special provisions and estimate for the Dayton-South Section of the Salem-Dayton Highway, covering the grading and surfacing provided for in the State program. Map and profile are in the Drafting Department.

136-1003

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock

103-1011

July 15, 1936

Mr. Harold Blake
400 North Thompson Street
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract #1883 awarded to you on June 26, 1936, for the grading and surfacing of 2.20 miles of the Butte Creek-Rock Creek Section of the Woodburn-Mt. Hood Secondary Highway in Clackamas County.

This copy is for your records and files.

Very truly yours,

AM

H. B. Glaisyer
Secretary

103-1011

June 29, 1936

Harold Blake
400 N. Thompson St.
Portland, Oregon

Dear Sir:

The State Highway Commission awarded to you on Friday, June 26, 1936, the contract covering 2.20 miles grading and surfacing on the Butte Creek-Rock Creek Section of the Woodburn-Mt. Hood Secondary Highway in Clackamas County, based on your bid of $27,206.40.

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
CC S. H. Probert
W. E. Chandler

CONTRACT# [redacted] 1884

9-1107 McKenzie Pass-Little Butte Section
McKenzie Highway 1936

1884

#1884

RECEIVED
NOV 29 1937
FOR FILING
9-1107

November 26, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1884 for the construction of the McKenzie Pass-Little Butte Section of the McKenzie Highway in Deschutes County, has been completed by the contractors, J. W. & J. R. Hillstrom, and that final settlement will be made by State with said contractors for work done under said contract on or after December 6, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $26,067.02, including the final payment. Of this amount $456.24, was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 7 1937
FOR FILING
9-1107

October 6, 1937.

Aetna Casualty & Surety Company
Bates, Lively & Pearson,
Yeon Building
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. W. & J. R. Hillstrom on Contract No. 1884 for the resurfacing and rock production job on the McKenzie Pass-Little Butte Section of the McKenzie Highway in Deschutes County. Payment will be made on or after October 16, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

ap/

#1884

RECEIVED
SEP 24 1937
FOR FILING
9-1107

September 23, 1937

Shell Oil Company,
1220 S. W. Morrison,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of September 22nd you are advised that the J. W. & J. R. Hillstrom Contract No. 1884, McKenzie Pass-Little Butte Section, was completed July 24, 1937. This contract was accepted by the Highway Commission August 26, 1937.

We have no knowledge of any outstanding claims against this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
23 1937
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

September 22, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Ore. State Contract #1884
Re: J. W. & J. R. Hillstrom

You previously reported that the above indicated contract was completed July 24, but had not then been accepted. Has the acceptance date been determined yet?

Also, will you please indicate if any liens have been filed against this job.

A stamped, addressed envelope is enclosed for your convenience.

Very truly yours,
SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

#1884

RECEIVED
AUG 27 1937
~~FOR FILING~~
9-1107

August 27, 1937

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. E. V. Lively.

Gentlemen:

Reference is made to your letter of August 26th concerning the J. W. & J. R. Hillstrom Contract No. 1884, McKenzie Pass-Little Butte Section in Deschutes County.

You are advised that this contract was completed on July 24, 1937. The total amount paid to date is $24,234.80 and the retained percentage is $1,732.65. The contract has not yet been accepted.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1874

RECEIVED
27 1937
OREGON
STATE HIGHWAY COMMISSION

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

August 26th, 1937.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 1884 - McKenzie Pass-
Little Butte Section, Deschutes
County, Oregon

Will you kindly advise us the date that the above contract was accepted and completed, and the total amount paid to the contractors thereunder?

Very truly yours,

BATES, LIVELY & PEARSON

By K N Lively

MAG

Pd-date - $24,234.80
Otd - $1,732.65

#1884

RECEIVED
AUG 17 1937
FOR FILING
9-1107

August 17, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Warner.

Gentlemen:

Reference is made to your letter of August 16th concerning the J. W. & J. R. Hillstrom Contract No. 1884, McKenzie Pass-Little Butte Section in Deschutes County.

You are advised that this contract was completed July 24, 1937, and has not yet been accepted.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

August 16, 1937

State of Oregon Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: J. W. & J. R. Hillstrom
Contract #1884

Early last month you advised us that you anticipated completion of this contract by July 15.

We are anxious to know the actual date of completion and also the date on whidh this contract is accepted by your department.

We enclose a stamped, addressed envelope for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

FJH:RS
Encl.

RECEIVED
2 - 1937
OREGON
STATE HIGHWAY COMMISSION

Form 336—5M—3-31

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 1937., 193

Section Mc Kenzie Pass - Little Butte Sec.

Highway Mc Kenzie

Contractor J. W. & J. R. Hillstrom

Date of contract June 26, 1936, 193

Date work started , 193

Amount of contract $ 23102.00

Kind of work Rock Surfacing & Stockpile Rock.

Section prefix 9-1107

Contract number 1884

Date of completion Nov. 30, 1936, 193

Estimated date of completion Complete, 193

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $ 24000.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 1620., 6.75% %

Date project was completed July 24, 1937., 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed today. Water tank will be kept in operation for about ten days, pending arrival of contractor on oiling work. Rock surfacing to which dirt binder has been added, is holding up fairly well.

NOTED
H. N. HACKETT

RECEIVED
1937

Signed
Resident Engineer.

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		8.0			
Miles partially completed					
Miles completed		8.0			
Total estimated quantities		6400	5300		
Estimated quantities moved or placed to date		6400	5100		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		22			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers 0, Crushing or screening plants 1,

Compressors 1, Bull dozers 0, Sheet-foot rollers 0, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Weather fair all week excepting three light showers. ~~[illegible]~~		
Tuesday	Truck breakdowns caused about one day delay.		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 7 1937
FOR FILING
9-1107

July 3, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of July 1st concerning the J. W. & J. R. Hillstrom Contract No. 1884, McKenzie Pass-Little Butte Section of the McKenzie Highway in Deschutes County.

You are advised that contract was approximately 76% complete on June 10th. The completion date is July 15th, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1884

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

June 30, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: J. W. & J. R. Hillstrom
Contract Number 1884

Some time ago you advised us that the completion date for this project had been extended to May 31, 1937. Will you kindly inform us if the work has been finished now and, if so, what were the completion and acceptance dates?

For your convenience, stamped and addressed envelope is enclosed, and we thank you for your usual cooperation.

Very truly yours,

SHELL OIL COMPANY

RER:GC

FRANK J. HURNER
Division Credit Manager

E-$17,562.34 June 10th

July 15th

Form 8-B-1 1900 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN [illegible] 1937
FOR FILING
9-1127

June 7, 1937

RECEIVED
[illegible] 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

I am sending you herewith a request from J. W. and J. R. Hillstrom for time extension to July 15, 1937.

I wish to recommend that this be granted. This extension will not interfere with traffic on this highway and will not seriously increase engineering expenditures. The rock that they are set up in near the summit of the McKenzie Highway is so exceedingly hard material and a very small daily average is all they have been able to get out. They have worked consistently, have a good plant and have used the best methods available, therefore, I could not recommend penalizing them.

I have asked them to send directly to the Salem office the permission of their surety company for this extension.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec/e
encl.
cc R. H. Baldock

FORM 5-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAY 10 1937
FOR FILING
9-1107

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 10 1937
OREGON
STATE HIGHWAY COMMISSION

May 8th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

In connection with the McKenzie Summit-Little Butte section of the McKenzie oiling contract, wish to advise that this surfacing work should be completed by June 15th, and possibly the stockpiles also by that date. There is sufficient material in the stockpiles at this time to allow the oiling contractor to proceed as soon as the surfacing is completed.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

FORM 9-2-1 7500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 7 1937
FOR FILING

9-1107

RECEIVED
MAY 6 1937
OREGON
STATE HIGHWAY COMMISSION

May 5th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Replying to yours of May 3rd regarding the specifications for the oil mat surface treatment on the McKenzie Summit-Little Butte section of the McKenzie Highway, we wish to advise the surfacing work under Contract #1884 held by J. W. and J. R. Hillstrom is approximately 50% complete, i. e. the gravel is laid from Mile Post 75.71 to approximately 79.71; that the stockpiled mineral aggregate is 82% complete, being uniformly distributed between the two sites, Mile Post 79.3 and Mile Post 83.9.

Resident Engineer Gould is planning on investigating snow conditions in the vicinity of this contract within the very near future. We will advise you of the results of his investigation which will determine the time that contractors, Hillstrom, can resume operations. It is estimated that they can complete their work within seventeen or eighteen days after normal operations are commenced.

Very truly yours,

NOTED

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:T

cc-Mr. R. H. Baldock ✓

FORM 5-A-1 5M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 5 1937
FOR FILING
9-1101

May 3rd, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Receipt is acknowledged of the specifications for the McKenzie Summit-Little Butte Section, but I did not notice any reference to the fact that a portion of the maintenance material was still to be crushed.

If I am correct in this, please advise when the contractor will be able to again start crushing and when you anticipate the material will be out.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

FORM 9-9-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

DEC 3 1936
STATE

DEC 4 1936
FOR FILING

9-11 07

December 1st
1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Attached hereto is request for extension of time by Messrs. J. W. & J. R. Hillstrom who have the contract on surfacing and maintenance material on the McKenzie Highway. At the last estimate date this was 59% completed. I would recommend that they be granted their request of forty days to complete their contract. I realize that a definite date must be set and I suggest that this date should be May 31, 1937. Their progress on this project has been slow but the rock that they are crushing is unusually tough and is very hard quarry.

Their work has been steady and entirely satisfactory in every respect and as there has been no inconvenience to the travelling public due to this delay or little increase in engineering, would recommend that their request be granted to May 31st. It is possible that they will complete the work yet if good weather continues.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

FORM 5-C-4 23779 2M 5-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

9-1107

RECEIVED
JUL 30 1936
OREGON
STATE HIGHWAY COMMISSION

July 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached is a Special Use Permit from the U. S. Forest Service granting permission to maintain permanent stock pile sites on the McKenzie Project, Contract No. 1884.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encl.

9-1107

0

July 21, 1936

J. W. & J. R. Hillstrom
1227 North 8th Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1884, awarded to you on June 26, 1936, for resurfacing and rock production on the McKenzie Pass-Little Butte Section of the McKenzie Highway in Deschutes County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HI

FORM E-A-1 10M 4-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

9-1107

July 1, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

E. W. & J. R. Hillstrom,
Contractors,
Marshfield, Ore.

Gentlemen:

For your information and file we are attaching a copy of Forest Service Special Use Permit, for the use of Windy Point Quarry Site in the NW ¼ of the NW¼ NE ¼ Sec. 10, Twp. 15, S. R. 8 E., W.M., to be used in connection with your contract No.1824, McKenzie Pass-Little Butte Section of the McKenzie Highway.

You are requested to comply with all the conditions and requirements as set forth in this agreement.

Yours very truly,

R.H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

9-1107

June 29, 1936

J. W. & J. R. Hillstrom
1227 N. 8th Street
Marshfield, Oregon

Gentlemen:

This is to notify you that the Oregon State Highway Commission awarded you on Friday, June 26, 1936, the contract covering 6.0 miles of resurfacing in the McKenzie Pass-Little Butte Section of the McKenzie Highway; also the furnishing of 5,300 cu. yds. crushed rock in stockpile, in Deschutes County, based on your bid of $23,102.00.

Contract forms will follow shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
CC S. H. Probert
K. D. Lytle

FORM 2-C-1 32775 5M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

9-1107

June 20, 1936

JUN 22 1936
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Attached are Division Engineer's Estimate of Cost of the Odell Junction-Dee 114-1003 Section of the Hood River Secondary Highway and the McKenzie Pass-Little Butte Section 9-1107 of the McKenzie Highway for which projects bids are to be received on June 26.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encls.

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

9-1107

Const
Projects
Primary

June 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

We are mailing you herewith three copies of the special provisions and estimate of cost for the McKenzie Pass-Little Butte section of the McKenzie Highway.

There is also enclosed a blue print of the sketch map corrected to show the limits of the new project.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

WOW/e
encls.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

9-1107

OREGON STATE HIGHWAY COMMISSION
SALEM

May 23rd, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Please prepare revised specifications for the Lava Lake-Little Butte Creek Section of the McKenzie Highway to consist only of resurfacing and stockpiling the mineral aggregate material. The entire $25,000 may be budgeted for this purpose, and additional funds will be provided next year for the oiling.

I would appreciate having these specifications in time for the June letting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

9-1107

February 3rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

In answer to your inquiry concerning the work on the McKenzie Highway, I beg to advise that the Commission has set aside $28,000, but Mr. Baldock decided that it was preferable to spend this east of the summit in Lytle's division.

Unless the allotments for this type of work are greatly increased at a later date, there will be no money available for this highway in your division.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-A-1 5M 11-35
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
1936
OREGON
STATE HIGHWAY COMMISSION

Jan. 30, 1936

In Reply Please
Refer to File No.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Sometime ago the Commission authorized some work on the Summit Section of the McKenzie Highway.

We are unable to find directions from you concerning this although I have a faint memory of a letter. Please advise at your early convenience.

Last October, at the request of Commissioner Washburne, I sent in an estimate for minimum amount of resurfacing on this section.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

NOTED

Form 5-A-1 5M 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

9-1107

November 6, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

I note that the minutes of the State Highway Commission for August 4th, 1935, contained the following recommendation concerning the McKenzie Highway:

> The commission had under consideration the matter of resurfacing the Summit Section of the McKenzie Highway. The Engineer advised that the present surfacing is in very bad condition and is constructed of materials that are extremely difficult to maintain, and that the road should be resurfaced. He submitted two alternate plans to remedy this situation, one of which involves resurfacing with rock material only and the other includes a 3" plant mix oil treatment. After some discussion the Commission referred this matter back to the Engineer for further investigation.

Inasmuch as Mr. Baldock seems somewhat uncertain concerning the method of resurfacing this highway, I suggest you prepare a report before definitely writing the specifications. In this report you may compare the cost of resurfacing, with the necessary ~~amount,~~ and ~~of~~ an 0-9 oil treatment or the alternate scheme of the 3" oil mix treatment which Mr. Baldock recommends.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

21584 1500 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 14, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Baldock look over

Dear Sir:

The following is the estimated cost of repairing the McKenzie Highway according to the alternate plans for which you recently requested estimated:

ALTERNATE #I

30,500 Cu. Yds.	3/4" Surfacing	at	$2.10	$64,050.00
15,250 " "	Maint. Materials	"	1.50	22,875.00

$86,925.00

ALTERNATE #2

18,300 Cu. Yds.	3/4" Surfacing	at	$2.10	$64,050.00
30.44 Miles	3" Plant Mix	at	$6,000.00	182,640.00
30.44 "	0-31 Seal	"	500.00	15,220.00

$261,910.00

These estimates do not provide for grade widening as time is not available to make an inspection of the project with that in mind. It is quite possible, however, that some slight grade widening should be done.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith
H. G. SMITH,
Construction Engineer

HGS/H

See Washburne [illegible]

REFERRED TO
By State Highway Engineer

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION
SALEM

Aug. 12, 1935

IN REPLY PLEASE REFER TO FILE NO.

Engr.

ATTN: H. G. SMITH
J. N. BISHOP

is me that Commissioner Washburne asked us to
imate for resurfacing the Summit Section of
Pass to be presented at the next meeting of the
ssion. There are two possibilities:

1. Haul cinders from the pit on Dead Horse Grade to provide surfacing for some of the dustiest places. We will have a shovel at Cogswell Hill and could organize an extra gang. We have used cinders for several years. They wear quite rapidly but are the best natural material available.

2. Put on a rock crushing project as suggested in my letter of July 27th, to Mr. Bishop.

Herewith Request for Authorization to prepare plans for resurfacing. This would not include any grading but simply resurfacing the present grade and stockpiling maintenance rock. The surfacing on this 21 mile stretch would average 1000 yards per mile and it would be well to stockpile 4000 yards or a total crushed rock project of 25,000 yards which I estimate would cost about $50,000 including hauling and placing.

There is a talus quarry a short distance above Lost Creek Ranch and a quarry at Scott Lake, both of which have previously been worked. This section was originally surfaced by the Bureau with rather light course and original surfacing is getting very thin and scattered.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

LESLIE M.
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Aug. 12, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH
J. N. BISHOP

Dear Sir:

Mr. Walsh tells me that Commissioner Washburne asked us to prepare an estimate for resurfacing the Summit Section of the McKenzie Pass to be presented at the next meeting of the Highway Commission. There are two possibilities:

1. Haul cinders from the pit on Dead Horse Grade to provide surfacing for some of the dustiest places. We will have a shovel at Cogswell Hill and could organize an extra gang. We have used cinders for several years. They wear quite rapidly but are the best natural material available.

2. Put on a rock crushing project as suggested in my letter of July 27th, to Mr. Bishop.

Hdrewith Request for Authorization to prepare plans for resurfacing. This would not include any grading but simply resurfacing the present grade and stockpiling maintenance rock. The surfacing on this 21 mile stretch would average 1000 yards per mile and it would be well to stockpile 4000 yards or a total crushed rock project of 25,000 yards which I estimate would cost about $50,000 including hauling and placing.

There is a talus quarry a short distance above Lost Creek Ranch and a quarry at Scott Lake, both of which have previously been worked. This section was originally surfaced by the Bureau with rather light course and original surfacing is getting very thin and scattered.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM 2-A-1 3M 3-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

9-1107

OREGON STATE HIGHWAY COMMISSION
SALEM

November 4, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

The commission recently approved an expenditure of twenty-eight thousand dollars ($28,000) for oiling on the McKenzie Highway. This may include such sections as are sufficiently stable to support a O-8 specification oiling. It is my understanding that this will be from the lava beds easterly. If necessary the minimum amount of this fund may be used for stabilising existing road bed with additional surfacing.

Please submit specifications at your convenience.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT# 1885

9-2004 Bend Office Building
1936

1885

RECEIVED
JAN 22 1937
FOR FILING
9-2004

January 20, 1937.

Mr. R. H. Baldock

With reference to the attached letter regarding light globes, this matter has already been called to Mr. Edwards' attention. The purchase was more or less in the nature of an emergency purchase but should have been foreseen. The lights were used in lighting the new office building at Bend, and the building could not have been used until the lights were in place.

G. S. Paxson

GSP:AP

Attention Mr Baldock

OREGON STATE BOARD OF CONTROL
STATE PURCHASING DEPARTMENT
SALEM

Office of Secretary

MEMBERS
CHARLES H. MARTIN, Governor
EARL SNELL, Secretary of State
RUFUS C. HOLMAN, State Treasurer
DANIEL J. FRY, Secretary

G. S. Paxson

January 14, 1937

Mr. T. Edwards
Oregon State Highway Commission
Bend, Oregon

JAN 19 1937
Oregon State [illegible]

Dear Sir:

We have just passed today your invoice from Smith's Electric Company dated November 21 for twenty-two electric globes. Perhaps this may have been an emergency purchase, but for future guidance we are taking occasion to remind you that the State is under contract with one institution each year for all purchases, and of course, if possible requirements should be anticipated and sent to this office.

For your information, on the above invoice we are at a loss of about $2.10.

Very truly yours,

Oregon State Board of Control

FAM

Dan'l J. Fry, Secretary

REFERRED TO
Paxson
By State Highway Engineer

See me re this

COPY

#1885

RECEIVED
JAN 4 1937
FOR FILING
9-2004

January 2, 1937

Indemnity Insurance Company of North America,
Charles W. Sexton Co., Agents,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1885 for the construction of an office building in Bend, has been completed by the contractor, Henry C. Nelson, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $8,176.02, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

H. C. NELSON
GENERAL CONTRACTING AND CABINET WORK
SHOP — 116½ IRVING AVENUE
74 PORTLAND AVENUE
BEND, OREGON

Dec.10th 1936

Mr. H.B.Glaisyer
State Highway Comm.
Salem, Oregon.

Dear Sir;-

In compliance with your reQuest of Dec.2nd I have recieved,and am inclosing herewith permission for extention of time on State Office Bldg. Bend, Oregon.

Yours truly,

H. C. Nelson

RECEIVED
DEC 3 1936
FOR FILING

9-2004

December 2, 1936

H. C. Nelson
74 Portland Avenue
Bend, Oregon

Dear Sir:

This is to acknowledge your letter of November 28 requesting an extension of time on your contract for the construction of an office building in Bend.

You are advised that before your application can be accepted and acted upon, it will be necessary to have the written consent of the surety on the bond furnished in connection with your contract.

Please secure such consent of surety and forward to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:GE
cc - Bridge Dept.

RECEIVED
NOV 24 1936
FOR FILING

9-2004

November 23, 1936

Mr. Henry C. Nelson,
74 Portland Avenue,
Bend, Oregon.

Dear Sir:

You are advised that the time limit on your contract No. 1863 for the construction of an office building in Bend, expired on October 16, 1936. Accoring to our records this contract was not completed until October 27th.

Will you please make application for an extension of time on this contract up to and including the actual date of completion. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to C. S. Paxson.
cc to Tom Edwards.

RECEIVED
JAN 19 1937
FOR FILING
9-2004

October 6, 1936

Mr. J. M. Bishop
Maintenance Engineer
Building

Dear Sir:

The State Highway Commission on October 4 approved expenditure of $1141 for construction of an extension of the division office building contract at Bend to include a garage. This work is to be done with state forces as you recommended.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
cc - Mr. Paxson

FORM 2-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September
26th
1936

IN REPLY PLEASE
REFER TO FILE NO.
440-4

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Attached hereto is a print showing the proposed garage building designed by Mr. Paxson to be located at the Bend division office.

After discussing with you the necessity for the garage, I requested Mr. Paxson to make a design and an estimate of cost for extending the division office building contract to cover this construction. Mr. Paxson estimates the cost of the garage construction at $1181 but states that the contractor is too far along with the division office and the expenditure is too great to include in the present contract. He recommends that this work be done by state forces, providing, of course, that approval for the expenditure is obtained.

Very respectfully,

J. N. Bishop

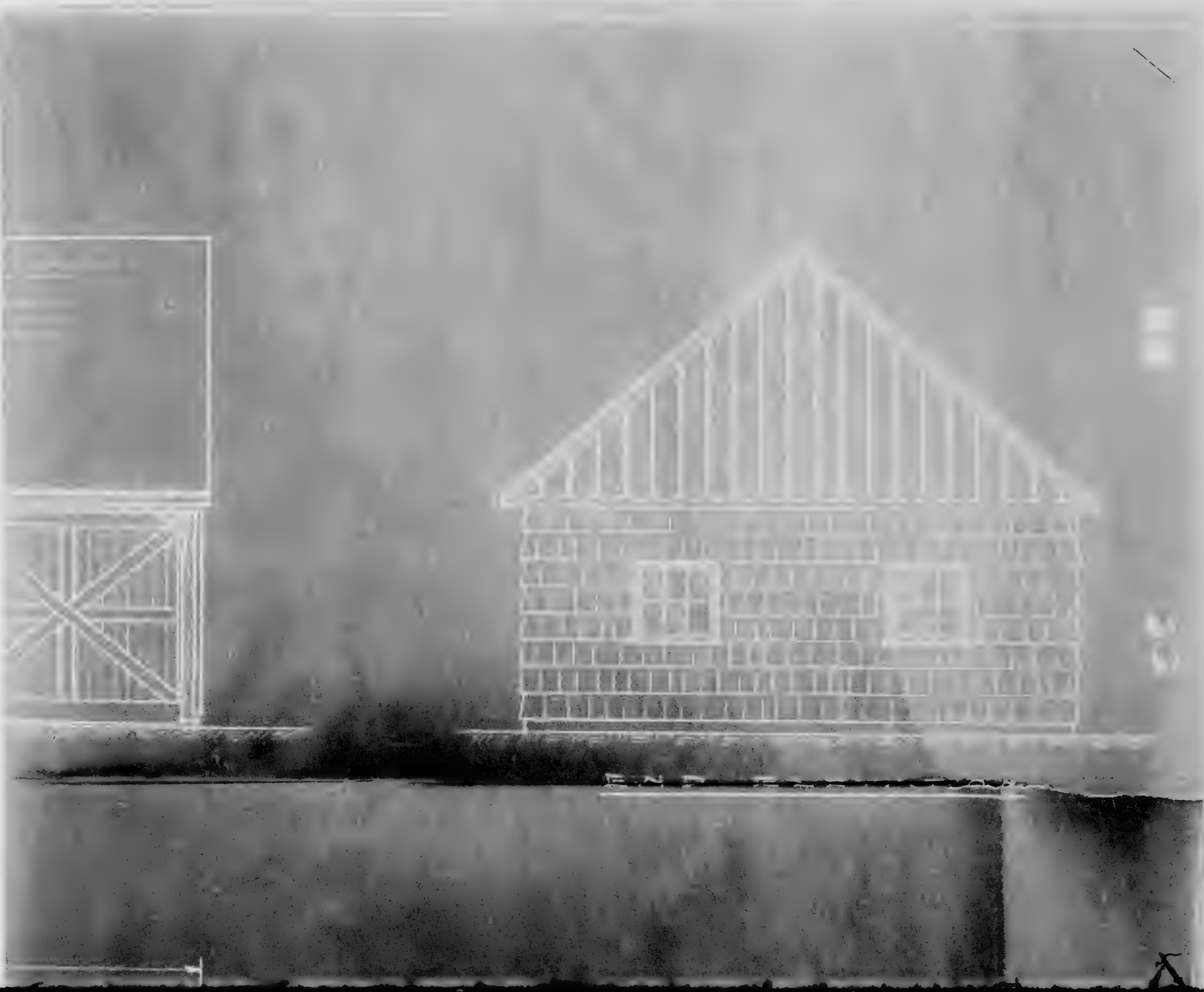
J. N. Bishop
Maintenance Engineer

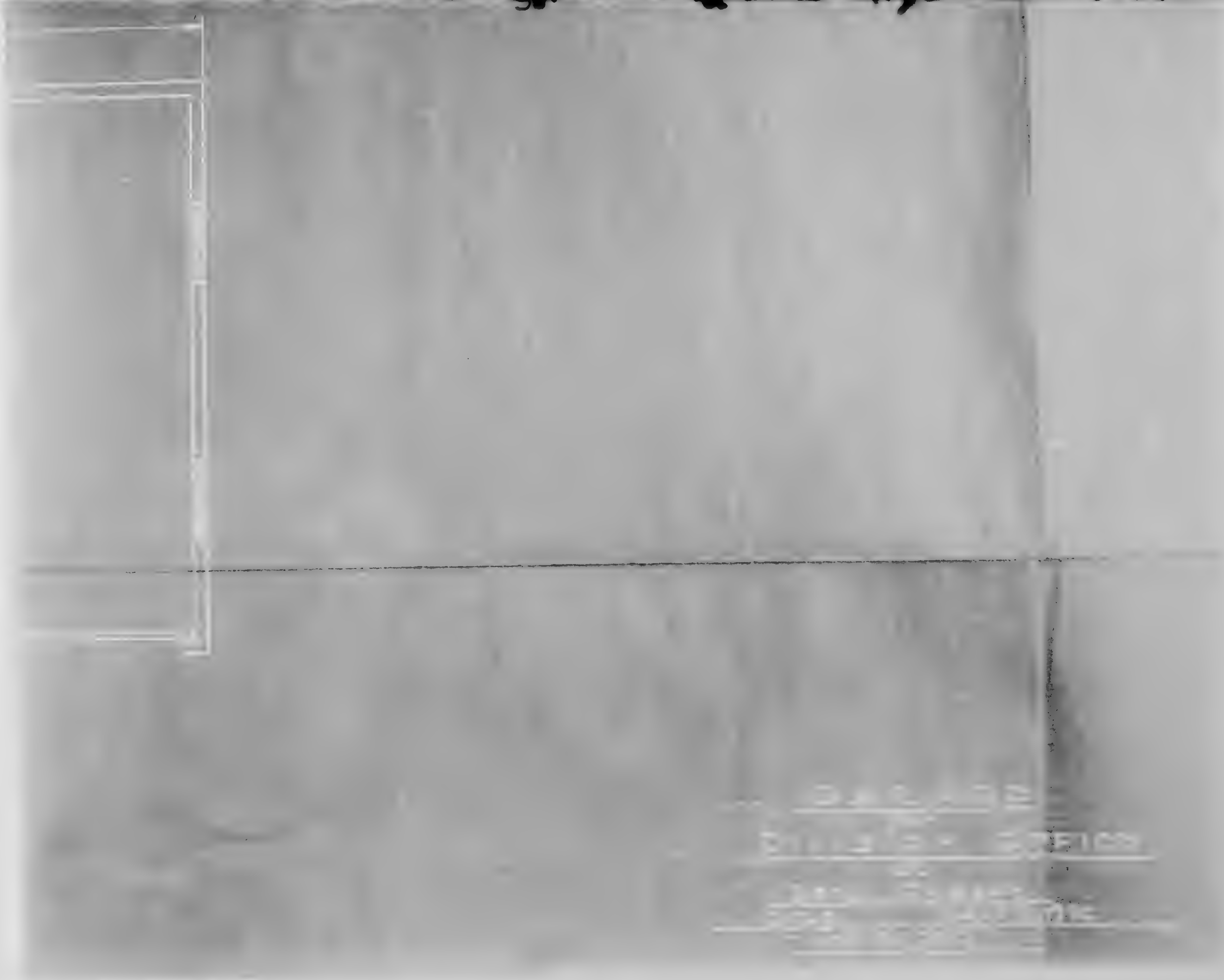
OK

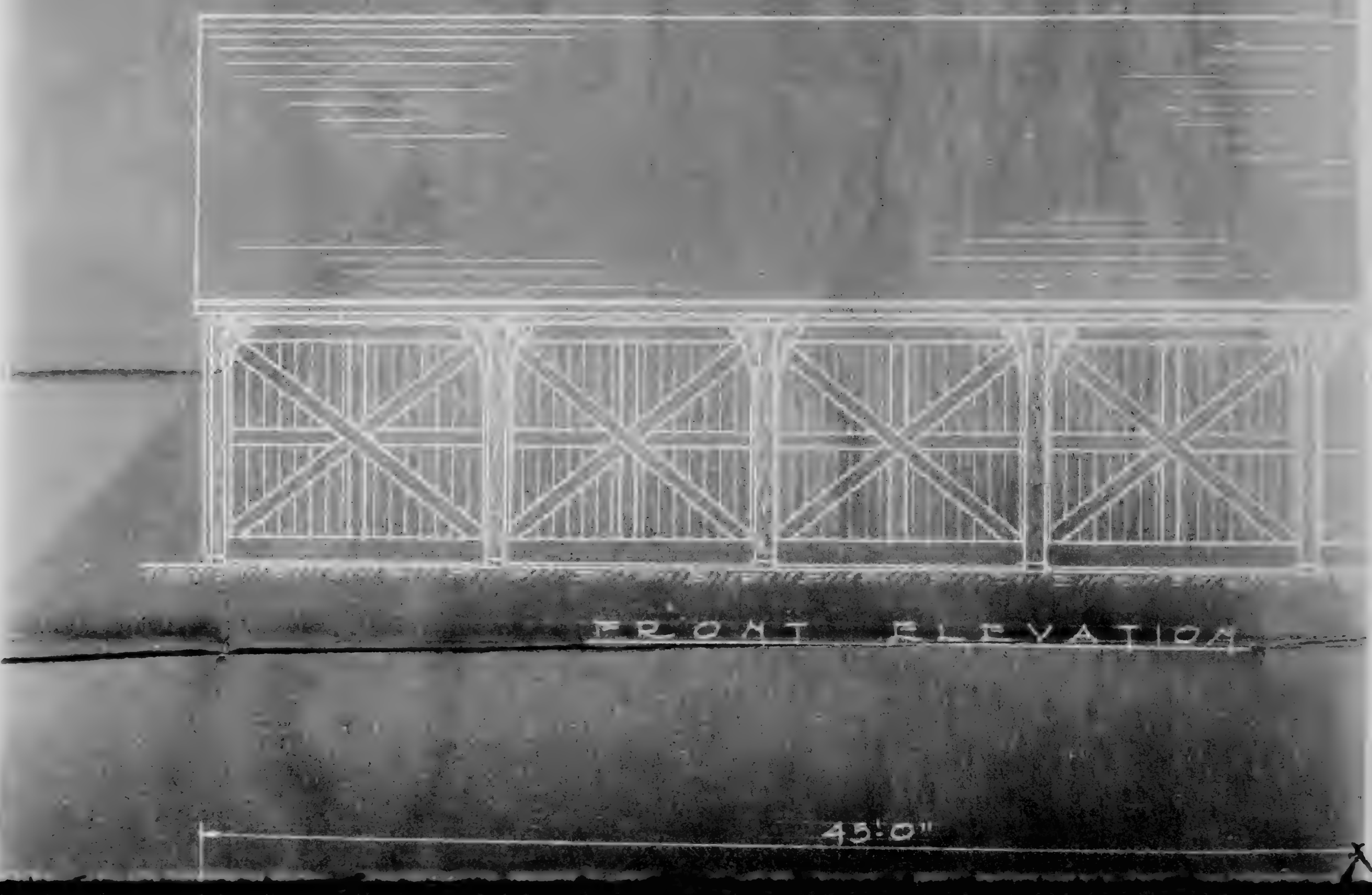
JNB/er
encl.

cc G. S. Paxson

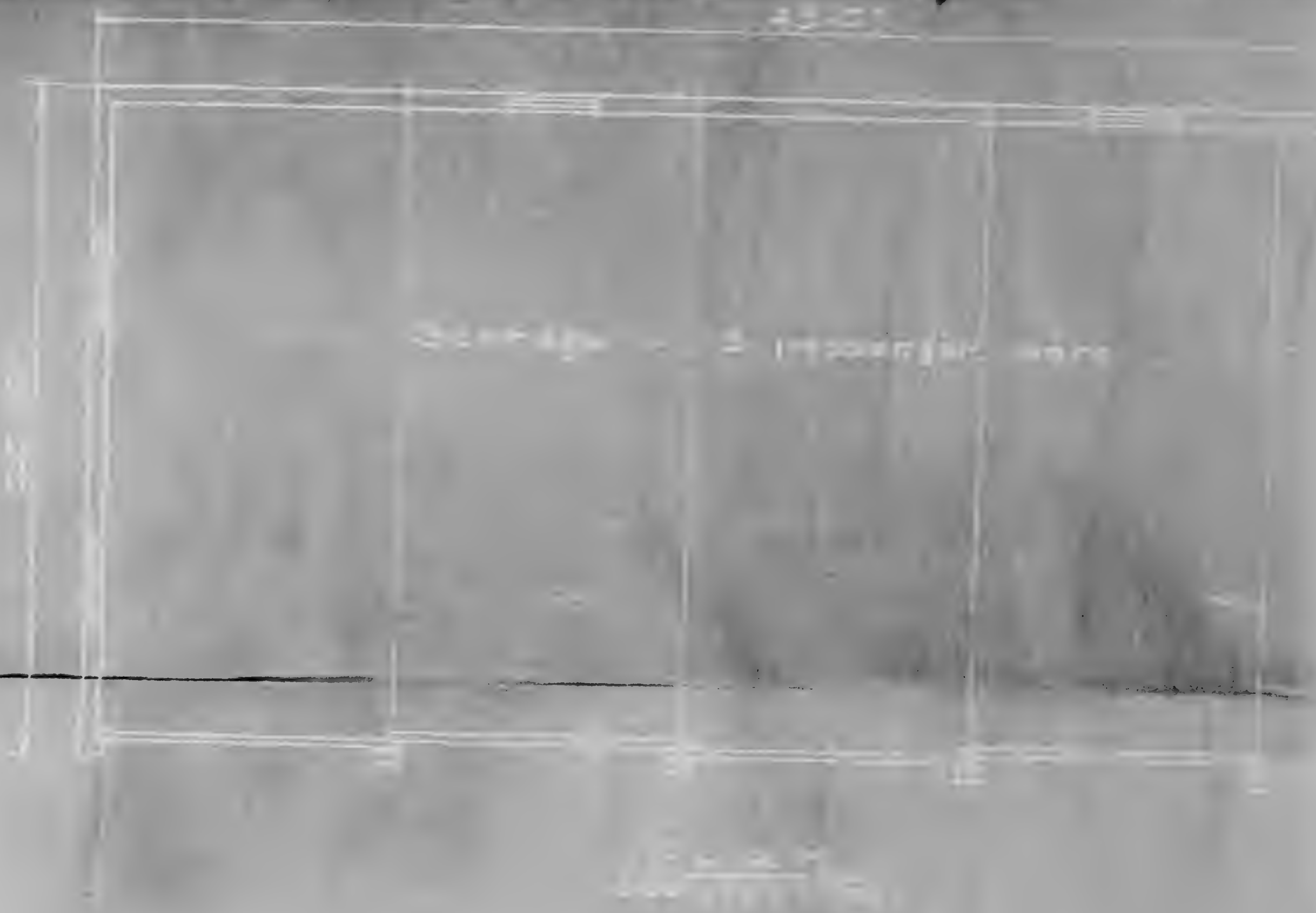
M


END


GARAGE
DIVISION OFFICE



FRONT ELEVATION


Storage - 3 passenger cars

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

9-2004

August 5, 1936.

Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon.

NOTED
State Highway Engineer

Attention Mr. Widdows

Dear Sir:

In reply to your letter of July 29, we have to advise that we are now negotiating for the purchase of a second hand vault door to be installed in the building at Bend. This should be shipped within the next few days.

We would suggest, however, that you use the vault door which is now stored at Bend for the basement, and when the door which we are purchasing, is received, use that on the first floor.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

By

W. A. Reeves
Office Engineer

WAR:AP

cc R. H. Baldock

9-2004

July 21, 1938

Mr. Henry C. Nelson
74 Portland Avenue
Bend, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1886 awarded to you on June 28, 1938, for the construction of an office building on Oregon State Highway Commission property in the city of Bend, Deschutes County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HI

9-2004

June 29, 1936

Henry G. Nelson
74 Portland Avenue
Bend, Oregon

Dear Sir:

This is to inform you that the Oregon State Highway Commission awarded to you on Friday, June 26, 1936, the contract covering the construction of a 37'x50' frame office building on State Highway Department property in the City of Bend, Deschutes County, based on your bid of $7,872.44.

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

EP
cc Bridge Department
E. D. Lytle

FORM O-E-1 10630 2M 6-34
COMMISSIONERS
LESLIE M. TT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

9-2004

Const
Projects
Buildings

May 23, 1934.

Mr. K. D. Lytle
Division Engineer
State Highway Department
Bend, Oregon.

Dear Sir:

The Commission has authorized the construction of a Division Engineer's office building at Bend. The only map of this property in our files shows an irregular shaped lot fronting on Wall Street and lying just south of the Oregon Trunk spur track. This lot is shown to be 180.72 feet deep on the north side, 356.62 feet deep on the south side, and 208 feet wide. This map is several years old, and I am under the impression that this is not a proper description of the property.

I would ask that you give us a map showing the location of the property, contour showing the elevation of the ground surface, a profile and map showing the sewer and water connections which can be made.

I would also ask the elevation of solid rock underlying this site so that the proper plans can be made for foundation and for basement excavation.

The building will be approximately 56 feet deep and 50 feet long. I would ask that you show on the property map your recommendations for the location of the building.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock ✓
J. N. Bishop

CONTRACT # 1885

114-1003 Odell Junction-Dee Section
Hood River Secondary 1936

1886

FORM [illegible] 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 17 1938
FOR FILING

114-1003

September 15th
1938

RECEIVED
SEP 16 1938
OREGON
STATE HIGHWAY COMMISSION

Parker-Schram Company
516 Couch Building
Portland, Oregon

Gentlemen:

During the construction of the Odell Junction-Dee section of the Hood River Secondary Highway under your Contract 1886 a small house was erected at the quarry site owned by the State Highway Commission and after the completion of the work was not removed, although requested to do so by the Resident Engineer. We now propose to dispose of this house but before doing so would appreciate receiving a letter from you disclaiming any interest in same.

Very truly yours,

PAUL VAN SCOY
Acting Division Engineer

NOTED
State Highway Engineer

By:
R. H. Smith

RHS:f

cc-Mr. R. H. Baldock ✓
Mr. J. W. DeSouza

#1886

RECEIVED
JUL 31 1937
FOR FILING
14-1003

July 30, 1937

Glens Falls Indemnity Company,
[illegible] Insurance Agency, Agents,
805 Title & Trust Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1886 for the construction of the Odell Junction-Dee Section of the Hood River Secondary Highway in Hood River County, has been completed by the contractors, Parker-Schram Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 9, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety upon the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $28,415.90, including the final payment. Of this amount $84.07 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

FORM 2-D-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 30 1937
FOR FILING
114-1003

The Dalles, Oregon.
July 28th
1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Enclosed herewith is an Order for Extra Work and Statement of Extra Work Bills which should have accompanied the Parker-Schram Company's semi-final statement #8 on the Odell Junction-Dee project, Contract No. 1886.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:fc

cc-Mr. R. H. Baldock ✓
Mr. J. E. Peck

Encl.

RECEIVED
1937
STATE HIGHWAY COMMISSION

FORM 2-A-1 10M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER,

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 26 1937
FOR FILING
114-10^3

The Dalles, Oregon.
July 6, 1937.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon.

Dear Sir Attention Mr. Probert

Dear Sir;

In reply to your letter of Jule 3rd in regard to bills and invoices submitted by Parker-Schram Co covering covering work orders No 1 and 2 on the Odell Jct-Dee Project beg to say that these bills were approved and sent to Mr. Chandler for approval, he returned them for correction, Parker-Schram Co had included liabilty insurance.

The Pay rolls are in Parker-Schram Co's hands for correction at this time.

cc to Mr. Chandler

Very truly yours

FORM 2-B-1 500 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 26 1937
FOR FILING

114-1003

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

July 6th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

Referring to your letter to Mr. J. E. Peck under date of July 3, 1937, copy of which was received by us today.

We are enclosing herewith copy of a letter from Parker-Schram Company dated June 30th and copy of our reply thereto under date of July 3rd.

This matter has appraently been held up by the contractors with the hope that they might collect the industrial insurance.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: RMSmith
R. M. Smith

RMS:f

Encls.

cc: Mr. J. E. Peck

RECEIVED
JUL 26 1937
FOR FILING
114-1803

July 3, 1937

Mr. J. E. Peck
Resident Highway Engineer
The Dalles, Oregon

Dear Sir:

Please advise as to what disposition has been made of bills and invoices submitted by Parker-Schram covering work performed under Extra Work Order No. 1 on the Odell Junction-Dee project, Contract No. 1886. We are in receipt of a copy of the contractors' letter stating that they had submitted these bills and invoices to you for your approval. The final estimate for this project is still being held pending the submission of these bills.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. E. Milner/GS

cc Mr. W. E. Chandler

FORM 2-A-1 12881 10M 11-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 26 1937
FOR FILIN

114-1003

OREGON STATE HIGHWAY COMMISSION
SALEM

July 3rd
1937

IN REPLY PLEASE
REFER TO FILE NO.

Parker-Schram Company
General Contractors
Couch Building
Portland, Oregon

Gentlemen:

Replying to your letter of June 30th Re: Extra Work Orders #1 and #2, item of public liability.

This is to advise that under the provisions of your contract, No. 1886, Odell Junction-Dee, the cost of public liability and property damage insurance in connection with Force Account work is a cost for which payment if understood to be included in the percentage allowance made to the contractor for superintendence, use of tools, small equipment, overhead expense, profit, indirect costs and losses of all kind, and for all other items of cost not specifically provided for.

Please refer to the provisions given in Section 6, Pages 17 and 18 of your contract under the heading "Payment for Force Account work" which provisions specify very definitely the items of cost to which payment must be limited.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. H. G. Smith
Mr. J. E. Peck

c o p y

RECEIVED
JUL 26 1937
FOR FILING

114-1003

PARKER-SCHRAM COMPANY
General Contractors

Couch Building

Portland, Oregon

June 30, 1937

Wm. E. Chandler, Division Engineer
State Highway Department
Salem, Oregon

Dear Sir:

We have letter of June 29th from Mr. J. E. Peck, Resident Engineer at The Dalles returning our following invoices:

October 30, 1936	$14.97
" 30, "	69.91

covering Work Orders #1 and #2 respectively on our Contract #1886 for the Odell Junction-Dee Surfacing and Oiling Project which he advises are returned upon request of your office for revision by elimination of the item covering publis liability insurance.

While the amount involved in this case is not large, the question as to such expense being a proper charge on Force Account work was discussed with your Salem office some time ago and has been allowed on our Extra Work bills for the past year or more. Certainly Public Liability Insurance is a definite part of the cost of our work and we can see no logical reason why same should not be included as such on that portion performed on Force Account basis. Under the circumstances, we are taking no action on this request until we hear from you as we believe our invoices as submitted are correct and include the same items of expense allowed by the State on other projects.

Very truly yours,

PARKER-SCHRAM COMPANY

(Sgd) Carl A. Schram

CAS:AM
cc
J. E. Peck, Resident Engineer
State Highway Department
The Dalles, Oregon

FORM 9-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

114-1083

RECEIVED
JUN 21 1937
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

June 19th, 1937

NOTED
C B. McCullough

Mr. J. E. Peck
Resident Engineer
State Highway Dept.
The Dalles, Oregon

Dear Sir:

Instructions contained in circular letter #114-A have not been carried out in submitting plans for the Dee-Jericho Lane Section, which you recently submitted.

Thinking that perhaps you had not received a copy of this letter, I am attaching a copy for your reference.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock
W. E. Chandler

RECEIVED
JUN 21 1937
FOR FILING
114-1003

June 19, 1937

Parker-Schram Company
Couch Building
Portland, Oregon

Contract No. 1886

Gentlemen:

We are in receipt of your letter of June 17, relative to the final payment on Contract No. 1886, the Odell Junction-Dee surfacing and oiling project on the Hood River Secondary Highway.

It is evident that we will be unable, upon such short notice, to prepare the final voucher for this project to include the force account work mentioned in your letter to Mr. Peck. We will, therefore, supply you with the available figures, which include only the contract items.

Total amount earned	$28,329.82
Total amount paid	27,380.26
Total amount due	$ 949.56

The total amount payable on the force account work will, according to your own figures, be $84.88 which you may, upon your own discretion, add to the above total amount earned to give the maximum amount for the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by M. M. Milner/GS

cc Mr. W. E. Chandler
Mr. J. E. Peck

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

June 17, 1937

S. H. Probert, Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

We regret the delay in replying to your letter of June 1st concerning charges for Force Account work performed in connection with our Contract #1886 for 3.2 miles surfacing and oil matt treatment on the Odell Junction-Dee Section of the Hood River Secondary Highway.

We are enclosing copy of letter to Mr. J. E. Peck this date with which we have enclosed invoices for extra work on this project with the request that he approve same as expeditiously as possible and forward to you, as we are most anxious to secure copy of the Final Estimate on this contract, particularly as it will be impossible for us to complete our annual report and income tax returns for the year 1936 until this information is available, and the extensions granted by the State and Federal Income Tax Departments expire July 1st. For that reason we should have the final figures not later than June 24th.

Thanking you in advance for your cooperation to that end, we are,

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:AM
ENCLOSURE

Chas. T. Parker
Carl A. Schram

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

Couch Building
Portland, Oregon

June 17, 1937

J. E. Peck, Resident Engineer
State Highway Department
The Dalles, Oregon

Dear Sir:

Complying with request contained in letter of June 1st from Mr. S. H. Probert, Office Engineer, advising that Final Estimate #4 on our Contract #1886 of June 26, 1936, for 3.2 miles Surfacing and Oil Matt Treatment on the Odell Junction-Dee Section of the Hood River Secondary Highway, is being held up pending receipt of our charges for extra work performed on this project;

We are enclosing herewith for your approval invoices dated October 30, 1936, supported by necessary detailed payroll reports covering such work as follows:

(1)	Cost of preparing sites for crushed rock in stockpile as provided by the Standard Specifications and Extra Work Order #1	$14.97
(2)	Cost of reassembling our rock crusher plant and replacing same in operating condition in order to produce additional crushed rock material necessary to complete our contract as we were advised on October 10th that the total quantity required in stockpile had been furnished and the plant partially dismantled.	$69.91

While you have previously stated in your letter of December 31, 1936, that you feel we have no claim on this latter item as our men in charge of the job knew we were short about 200 cubic yards, we regret that we cannot agree with this viewpoint, particularly in view of your letter of December 8, 1936, to Mr. Chandler concerning an extension of time on this contract, from which we quote in part as follows:

> "On October 10th they were supposed to have completed their job and I reported it as finished on that date in my report ending week of October 10th, but when the stockpiles were staked, I made a mistake of about 12' in the length of one of the piles, so when the material was remeasured, it was found about 250 cubic yards short due to no fault of the contractor."

Mr. Halterman also informs us that he advised you at the time that the stockpiles did not contain sufficient quantities but that he was told in return for his trouble that he couldn't figure the sections involved and was ordered to discontinue production. Further, that you later admitted error in checking the stockpiles and also indicated to him that the cost of reassembling crusher plant would be allowed, assurance of which we had instructed him by long distance telephone from this office to secure prior to renewing operations because of the above conditions that necessitated this expense and the excessive cost per yard thereby incurred for the comparatively small additional yardage required. Under the circumstances, we believe that we are entitled to compensation for this expenditure as Force Account and hope you will see your way clear to approve same on that basis.

We regret that your letter of April 9th calling our attention to the fact that the Final Estimate on this project was being held up due to lack of these Force Account Bills, was in some unaccountable manner overlooked in this office. However, we will now appreciate your favorable action on these charges as soon as possible as our annual statement and Income Tax Returns for the year 1936 cannot be completed until such final estimate is received and extensions granted by the State and Federal Income Tax Departments will expire July 1st.

Thanking you in advance for your cooperation, we are

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:aM
ENC.

cc: Wm. E. Chandler, Division Engineer
State Highway Department
Bend, Oregon

cc: R. H. Probert, Office Engineer
State Highway Department
Salem, Oregon

RECEIVED
JUN 18 1937
FOR FILING

114-1003

OREGON STATE HIGHWAY COMMISSION

June 15, 1937

County Court of Hood River County
Hood River, Oregon

Gentlemen:

We are now preparing specifications for the Jericho Lane-Odell Junction grading, surfacing and oiling project, and, in the specifications, we desire to include provisions which will prevent having the road torn up during the fruit hauling season.

Can you give the approximate dates between which the hauling of fruit over this section of road will be in progress in sufficient amount to warrant the holding up of the construction operations?

We plan to receive bids for the work early in August.

Very truly yours,

State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 7, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The State Highway Commission on June 3 approved the construction this year of the section of the Hood River Secondary Highway that was contemplated in the 1937 program.

You were instructed by the Commission to work this project up and let the Hood River County Court know when you are ready to take bids, the idea being that construction will proceed when it is satisfactory with the Hood River people from the fruit hauling standpoint.

Very truly yours,

Secretary

HBG:AM

FORM S-A-1 3M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

114-1003

RECEIVED
JUN 8 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

June 5th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

The Commission has authorized the contracting of the Jericho Lane-Odell Junction grading, surfacing and oil rock, at the July letting. As only $15,000 is available, the project should be selected at the south end and which joins the job done last year.

Please use every effort to submit the specifications by June 12th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
JUN 1 1937
FOR FILING
114-1003

June 1, 1937

Contract #1886

Parker-Schram Company
513-14-15 Couch Building
Portland, Oregon

Gentlemen:

We are holding in this office Estimate No. 4 - Final, for the Odell Junction-Dee surfacing and oiling project, pending receipt of bills covering the clearing of stockpile sites performed under Order for Extra Work No. 1 for this project.

Mr. J. E. Peck, in his letter to you of April 5, 1937, requested that these bills be submitted. To date we have no record of this data having been received.

We request that you forward bills covering this work to Mr. Peck for his approval. Upon the receipt of the approved bills in this office we will include payment for same on the final voucher, which will then be released in the usual manner for your signature.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. H. Milner/MS

cc Mr. Wm. E. Chandler
Mr. J. E. Peck

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

The Dalles,Oregon.
April 6,1937.

IN REPLY PLEASE REFER TO FILE NO.

Mr.R.H.Baldock
State Highway Engineer
Salem,Oregon.

Attention Mr.Probert

Dear Sir;

In reply to your letter of April 5th in regard to work done on Odell Junction-Dee Project,Contract No 1886, beg to say there were two stock pile sites cleared under this order.

I wrote Parker*Schram Co on Dec 31st1936 and asked them to send bill and pay roll but to date have not heard from them.

I will write them again today and tell them that this item is holding up the final estimate.

Very truly yours

cc to Mr.Chandler

April 5, 1937

Mr. J. R. Peck
Resident Highway Engineer
The Dalles, Oregon

Contract #1886

Dear Sir:

We have no record of the work having been performed as authorized on Order for Extra Work No. 1 for the Odell Junction-Dee Project, Contract No. 1886. This order authorized the clearing of stockpile sites, either by state forces, or by the contractor on a force account basis. Please inform us how the work was performed. If the contractor has a claim for extra work it will be necessary for him to present the usual bills and payrolls for the work performed.

We will appreciate an immediate reply since the final estimate for this project is being held pending receipt of this information.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. W. E. Chandler

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

The Dalles,Oregon.
April 5,1937.

IN REPLY PLEASE
REFER TO FILE NO.

Parker Schram Company.
Portland,Oregon.

Attention Mr.Schram

Dear Sir;

To date we have not received bills and payrll covering worm performed in clearing stock pile sites on the Odell Junction-Dee Contract No 1886,under work orddr No 1.

I received a letter from Mr.Probert today stating that this item was holding up the final estimate on this section.

Please send this data at your earliest convenience.

Very truly yours

Beck

cc to Mr.Probert
cc to Mr.Chandler

RECEIVED
MAY 8 1937
FOR FILING
114-1003

May 7, 1937

Glens Falls Indemnity Company,
6th Floor Mills Tower,
San Francisco, California.

Attention: Mr. R. H. Griffith, Vice Pres.

Gentlemen:

Reference is made to your letter of May 5th concerning the Parker-Schram Company Contract No. 1886, Odell Junction-Dee Section of the Hood River Secondary Highway in Hood River County.

You are advised that this contract was completed October 28, 1936 and was accepted February 19, 1937. The total amount paid the contractors to date is $27,380.28, and the retained percentage is $846.81.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1886
Hood River

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
8TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB,
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

RECEIVED
[illegible] 7 1937
STATE

May 5 1937

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

RE: Bond 109439 - PARKER SCHRAM COMPANY
Odell Junction - Dee Section of Hood River Secondary Highway #1886.

Dear Sir:

Acknowledging receipt of your letter of March 29th may we now ask that you furnish us with the final total contract figures and the date of acceptance if such are now available.

Thanking you for your attention to this matter, we are,

Yours very truly,

Craig Dell
PACIFIC COAST BONDING DEPT.

CD:ah

Pd-$ 27,380,26
Rtd-$ 846.81

REFERRED TO
BY SECRETARY

RECEIVED
MAR 29 1937
FOR FILING

114-1003

March 29, 1937

Glens Falls Indemnity Company,
6th Floor Mills Tower,
San Francisco, California.

Attention: Craig H. Dill.

Gentlemen:

In response to your inquiry of March 26th you are advised that final settlement has not yet been made with Parker-Schram Company in connection with their contract No. 1886 - Odell Junction-Dee Section of the Hood River Secondary Highway in Hood River County.

The total amount paid to date is $27,380.26, and the retained percentage is $846.81. We will advise your Portland agent of the total amount ten days before final payment is made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1886
H. R.

R. H. GRIFFITH, VICE-PRESIDENT
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB,
SUPERINTENDENT BONDING DEPT.

RECEIVED
MAR 29 1937
OREGON
STATE HIGHWAY COMMISSION

SAN FRANCISCO, CALIF. March 26, 1937.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond 109439 - PARKER-SCHRAM COMPANY

Dear Sir:

Upon receipt of our status form we note that the above captioned contract for Odell Junction - Dee Section of Hood River Secondary Highway - Contract No. 1886, has been completed and accepted as of February 19, 1937, and we wish to thank you for your courteous reply to our status inquiry form, and the prompt attention which you gave it. However, it is necessary that we know the exact total contract price so that we may make the proper adjustment necessary and complete our files at this time.

Thanking you for your prompt attention to this matter, we are

Yours very truly,

Craig H. Dell

PACIFIC COAST BONDING DEPT.

CD-AW.

Pd. to date - $27,380,26
Retd. #846.81

Form 2-3-1 1000 7-30
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

#726

R. H. BALDOCK
State Highway Engineer
Salem

RECEIVED
MAR 19 1937
FOR FILING

114-1003

OREGON STATE HIGHWAY COMMISSION
Office of WM. E. CHANDLER, Division Engineer
BEND, OREGON

December 10th
1936

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

I am sending you herewith copy of letter from J. E. Peck concerning extension of contract of Parker- Schram, No. 1886, on the Odell Junction-Dee Section in Hood River County.

This explains the situation and I recommend the second extension be granted without penalty.

Very truly yours,

Wm. E. Chandler
WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

The Dalles, Oregon
December 8, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

I received a copy of your letter of Dec. 3rd to Parker-Schram Company in regard to an extension of time on their Odell Jct-Dee contract No. 1886.

They were granted an extension of thirty days to October 15th, on October 10th they were supposed to have completed their job and I reported it as finished on that date in my report ending week of October 10th, but when the stock pile sites were staked I made a mistake of about 12 feet in the length of one of the piles, so when the material was remeasured it was found about 250 cu yds short due to no fault of the contractor.

They resumed crushing on about Oct 22ond finally finishing on Oct 28th.

I recommend that they be granted an extension of time to Oct 31st.

Very truly yours,

(Signed: J. E. Peck)

cc to Parker-Schram Co Resident Engineer
to Mr. H. B. Glaisyer

#1886

December 28, 1936

Parker-Schram Company,
515 Couch Building,
Portland, Oregon.

Gentlemen:

Reference is made to the time limit on your contract No. 1886, Odell Junction-Dee Section in Hood River County.

The original date of completion of the above contract was Sept, 15th. The time limit was extended to October 15th. According to our records the work was not completed until October 28th. In order to complete our records will you kindly make application for an extension of time to October 28th and also forward us the consent of your surety on the bond furnished in connection with the contract.

It will be necessary to extend the time limit before final payment can be made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to W. E. Chandler.

114-1003

RECEIVED
DEC 19 1936
FOR FILING

#1886

x

December 4, 1936

Glens Falls Indemnity Company
Rodgers Hart Banks Company, Agents
Pittock Block
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Parker-Schram Company in connection with Contract No. 1886, for the construction of the Odell Junction-Dee Section of Hood River Secondary Highway in Hood River County. This payment will be made on or after December 14, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

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DEC 2 1936
FOR FILING

114-1003

December 1, 1936

Trojan Powder Company
522 S. W. Fifth Avenue
Portland, Oregon

Attention: K. A. Merriman

[redacted]

In response to your inquiry of November 27, you are advised that the Parker-Schram Company contract No. 1886, Odell Section, was completed on October 26. This contract has not yet been accepted.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1886

cc-JHB
JnB
HdB 2
B.D.

TROJAN POWDER COMPANY

NEW YORK, NEW YORK
CHICAGO, ILLINOIS

322 S. W. FIFTH AVE.
~~128 FIFTH STREET~~

ALLENTOWN, PA.
SAN FRANCISCO, CAL.

PORTLAND, ORE.

RECEIVE
NOV 28 1936
OREGON

November 27, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention: Mr. H. B. Glaisyer,
Secretary.

At your convenience will you please advise us of the date of acceptance of the contract awarded to Parker-Schram Company on June 27th, 1936, which contract was designated as the Odell Junction - Dee Section of the Hood River Secondary Highway, and consisted of 3.2 miles of surfacing and oil mat surface. Thanking you for this information, remain

Very truly yours
TROJAN POWDER COMPANY

R A Merriman
K. A. Merriman
District Manager

CH

RECEIVED
DEC 2 1936
FOR FILING

114-1003

November 30, 1936

Mr. W. E. Chandler
1290 Wall Street
Bend, Oregon

Dear Sir:

Reference is made to the Parker-Schram Company Contract No. 1886, Odell Junction-Dee Section in Hood River County.

The time limit on this contract expired on October 15. According to our records, the contract was not completed until October 28.

Will you kindly request the above contractors to make application for an extension of time and forward us your recommendation.

Very truly yours,

Secretary

JM:CE

Form 338—5M—5-36

O[illegible]N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

114-1003

For Week Ending ...., 193...

Section ....

Kind of work ....

Highway ....

Section prefix ....

Contractor ....

Contract number ....

Date of contract ...., 193...

Date of completion ...., 193...

Date work started ...., 193...

Estimated date of completion ...., 1936

Amount of contract $...........................

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $...........................

Per cent of contract completed, based on total contract price ....%

Engineering cost to date, $..........................., ...%

Date project was completed ...., 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Signed ....

Address ....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1886

114-1003

October 8, 1938

Parker-Schram Company,
Couch Building,
Portland, Oregon.

Attention: E. A. Schram.

Gentlemen:

I have your letter of October 6th requesting an extension of time of thirty days on your contract No. 1886 - Odell Junction-Dee Section in Hood River County.

I note from the last paragraph of your letter you state the consent of the Glens Falls Indemnity Company, is enclosed. You are advised that this letter was not received with your letter. Will you kindly forward the surety company letter consenting to the proposed extension to this office so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

cc to W. E. Chandler.

Mr. Chandler:
You apparently have received a copy of their letter of Oct, 6th. Please advise of your recommendations.

H. B. Glaisyer.

#1886

114-1003

September 29, 1936

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

You are advised that the time limit on the Parker-Schram Company Contract No. 1886, Odell Junction-Dee Section in Hood River County, expired on September 15th, 1936.

If this contract was not completed within the specified time limit will you please request the contractors to make application for an extension of time and forward us your recommendations.

The application must be accompanied by the written consent of their surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 2-2-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

X

114-1003

August 6, 1936

RECEIVED
AUG 7 1936
OREGON
STATE HIGHWAY COMMISSION
In Reply Please Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

The contractor will start putting out material on the Odell Junction-Dee Section the first of next week and Resident Engineer Peck will have need of two material inspectors. Kindly have these men report to Mr. Peck at The Dalles on August 10 or 11.

Mr. Peck has hired a temporary chainman by the name of Shirley, he might have use for this man for a month. If you wish to replace this man kindly send Mr. Peck a chainman.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

NOTED
State Highway Engineer

By:
W. O. Widdows

wow/e
cc J. N. Peck

114-1003

July 21, 1936

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1886, awarded to you on June 26, 1936, for the surfacing and oiling of the Odell Junction-Dee Section of the Hood River Secondary Highway in Hood River County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

EI

114-1003

July 9, 1936

Rodgers Hart Banks Co.,
511 Pittock Block,
Portland, Oregon.

Attention: Geo. B. Rodgers.

Gentlemen:

We are returning to you by express four copies of the Parker-Schram Company Contract No. 1886 - Odell Junction-Dee Section of the Hood River Secondary Highway in Hood River County.

You are advised that before we can secure the approval of the State Insurance Commissioner on the bond in connection with this contract it will be necessary for each copy to be executed by an authorized Resident Agent for the Glens Falls Indemnity Company. Please have this done and return all four copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

114-4003

June 29, 1936

Parker-Schram Co.
515 Couch Bldg.
Portland, Oregon

Gentlemen:

This is to notify you that the Oregon State Highway Commission awarded you on Friday, June 26, 1936, the contract covering 3.2 miles surfacing and oil mat surface treatment on the Odell Junction-Dee Section of Hood River Secondary Highway in Hood River County, based on your bid of $27,735.50.

Contract forms will be sent to you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
CC S. H. Probert
K. D. Lytle

5-6-1 26776 2M 6-35
COMMISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
S. ALDRICH, PENDLETON
RL G. WASHBURNE, EUGENE

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

114-1003

June 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Resident Engineer Peck informs us that a Mr. Collins who lives near Dee states that the Commission promised to start the Hood River Secondary Surfacing and Oiling project at the Dee Junction to run north.

We have accordingly reworked the estimate and the first page of the special provisions which are hereto attached.

If you wish to let this section of the project kindly substitute this estimate and the first page of the specifications hereto attached for the ones we sent in last week. In addition a correction should be made on page two on the last week's special provisions which states that the quarry site is approximately 0.8 of a mile south of the south end of the project. The description would now be that the quarry site is approximately 0.2 of a mile north of the south end of the project. On page three of the special provisions the mile point should be corrected to read M. P. 7.5 to M. P. 10.7. With a 4 inch base total base yardage 4800. On page eight of the special provisions the description of the location of the quarry should be changed to read as above.

NOTED
[illegible] Highway Engineer

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

WOW/e
cc Oscar Cutler By:
W. O. Widdows

CONTRACT# [redacted] 1887

20-1109 Rainrock-Greenleaf Creek Section
Siuslaw Highway 1936

1887

RECEIVED
JUL 9 1937
FOR FILING
20-1109

#1887

July 8, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1887 for the construction of the Rainrock-Greenleaf Creek Section of the Siuslaw Highway in Lane County, has been completed by the contractors, R. O. Dail & Warren Bros. Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after July 17, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $97,716.25, including the final payment. Of this amount $167.71 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 29 1937
FOR FILING
20-1109

RECEIVED
1937
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

June 25th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

I am sending you by express one corrected semi final estimate, platted cross sections and book of field notes on the Rainrock-Greenleaf Section, contract 1887.

Very truly yours,

K. D. LITLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

FORM 2-A41 1935 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

20-1109

RECEIVED
JUN 21 1937
FOR FILING

NOTED
C. B. McCullough

OREGON STATE HIGHWAY COMMISSION

SALEM

June 17, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
Division Engineer
Salem, Oregon

ATTENTION: S. H. PROBERT

Dear Sir:

The over run on the surfacing and rock production on the Rainrock-Greenleaf Creek Section, of the Siuslaw Highway, prefix 20-1109, contract 1887, was explained in the letter of transmittal of June 10, 1937.

A copy of E. E. Johnston's letter of June 16 explaining the under runs on this job is attached hereto.

Very truly yours,

E. D. LYTLE
Division Engineer

By
R. Welsh
Division Office Engineer

RW:lc

Encl.

cc: R. H. Baldock ✓

RECEIVED
JUN 18 1937
OFFICE OF
CONSTRUCTION ENGINEER

#1887

RECEIVED
JUN 16 1937
FOR FILING

20-1109

June 16, 1937

United States Fidelity & Guaranty Company,
C. B. Kahles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. O. Dail & Warren Bros. Inc., on Contract No. 1887 - Rainrock-Greenleaf Creek Section of the Siuslaw Highway in Lane County. This payment will be made on or after June 26, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 10M 10-36
COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 12 1937
FOR FILING

June 10th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon

ATTN: H. G. SMITH

Dear Sir:

Herewith three copies of the semi final estimate and three copies of the quantity summary sheets for the surfacing and rock production project on the Rainrock-Greenleaf Section of the Siuslaw Highway, prefix 80-1109, contract 1887.

The occasion for the overrun of 2"-3/4" Surfacing materials was that the excessive crown in the original surfacing required additional material to build up the outside edges of the new surfacing. It was also necessary to add material in sections where the subgrade was soft, and in other sections material was added to remove rolls without disturbing the stability of the subgrade.

The overrun in the price agreement materials in stockpiles was caused by not careful construction of the piles to keep within the staked limits and maintaining the 1½ to 1 slopes on which they were staked. Also it was desired that the stockpile quantities should not underrun.

Under separate cover by express we are submitting the following supporting data for the semi-final estimate including:

1 Book Field Notes and Haul Computations
1 Book Platted Cross Sections of Stockpiles
45 Books of Duplicate Receipts for 2" 3/4" Surfacing Materials
16 Books of Duplicate Receipts for 3/4"-0" Surfacing Materials
5 Books Duplicate Receipts for Filler
3 Books of Duplicate Receipts for Sprinkling
2 Books of Duplicate Receipts for Screen Rejections
1 Roll of Distribution Diagram.

Very truly yours,

K. D. LYTLE
Division Engineer

By RW
Raymond Walsh
Office Engineer

cc. R. H. Baldock
cc. J. W. McCallister

RW:AF

Form 333—5M—7-34

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 5, 1937

Section	Rainrock - Greenleaf Creek	*Kind of work*	Surfacing and Rock Production
Highway	Siuslaw	*Section prefix*	20-1109
Contractor	R. O. Dail and Warren Bros., Inc.	*Contract number*	1887
Date of contract	June 26, 1936	*Date of completion*	May 31, 1937
Date work started	Sept. 28, 1936	*Estimated date of completion*	May 15, 1937
Amount of contract	$ 84,750.00	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 97,259.64

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 4723.95, 5.6 % *Date project was completed* May 15, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Self in office on Semi-Final estimate and mailed same in to Roseburg office Friday.

State forces installing 8" perforated drain pipe. 50% completed.

Final Report.

[illegible] - 1937

Signed E. E. Johnston Res. Engr.

Address Swisshome, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		16.21	16.21		
Miles partially completed					
Miles completed		16.21	16.21		
Total estimated quantities		30,000	~~[illegible]~~ ~~[illegible]~~ 10500		
Estimated quantities moved or placed to date		32,133	~~[illegible]~~ 12075½		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 5-A-1 5M 2-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 22 1937
FOR FILING
20-1109

RECEIVED
APR 20 1937
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

April 19th, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: B. H. PROBERT

Dear Sir:

I have received the Price Agreement covering the extra maintenance materials to be produced in connection with the Rainrock-Greenleaf Creek Section.

I note on this form that approval of the order does not constitute authority for an increase in the total cost of the project. Unless this increase is granted, it will be impossible for us to produce these materials.

I have your letter of April 12th, relative to this increase and a copy of the authority on form #345 but note that it was not signed by Mr. Baldock and I now wonder just what the status of this increase is. Has the $9500 request been approved or disapproved? Please advise.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith
cc. E. E. Johnston

KDL:AF

#1887

RECEIVED
APR 15 1937
FOR FILING
20-1109

April 15, 1937

Mr. S. F. Bock,
Eastside, Oregon.

Dear Sir:

In response to your inquiry of April 14th you are advised that according to our records R. J. Kellogg is employed by the construction firm of R. O. Dail & Warren Bros. Inc. This firm have state highway contract No. 1887, for the construction of the Rainrock-Greenleaf Creek Section of the Siuslaw Highway in Lane County.

The headquarters address of R. O. Dail & Warren Bros. Inc., is Aberdeen, Washington. However, we understand that they have a field office at Blachly, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Oreg. April 14th,1937.

ntlemen: Please advise who the contractors are that are doing som[illegible] o[illegible]ruction work for the State in or near Swiss Home,Lane,County,Oregon.?

Or rather is it being done by the Highway Dept themselves? I made an inquiry several days ago in regards to the employment of R.J.Kellogg,a Shovel-man,perhaps he is working for you there. Would you be kind enought to let me know of the information of which I seek?

I know this party's residence address in your City,but he and his wife are living temporar--ily at Swss Home Oreg.during the progress of this Job. Thanking you in advance for this courtesy,

I am ,YOURS TRULY,

S.F.Bock, Eastside,Coos Co.
Oregon.

S F Bock

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

MISSION

IN REPLY PLEASE
REFER TO FILE NO.

ISSION
TED
Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith Price Agreement and Authority For Additional Expenditure covering the additional maintenance rock, which we desire to have the contractor crush on the Rainrock-Greenleaf Creek job.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 12 1937
FOR FILING

20-1109

April 8th, 1937.

RECEIVED
APR 10 1937
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith Price Agreement and Authority For Additional Expenditure covering the additional maintenance rock, which we desire to have the contractor crush on the Rainrock-Greenleaf Creek job.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

20-1137

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 24 1937
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

March 19th, 1937

RECEIVED
MAR 22 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith Order For Extra Work covering removal of slides on the Rainrock-Greenleaf Creek Section of the Siuslaw Highway.

The order has been approved by the Division Engineer.

Very truly yours,

K. D. LYTLE
Division Engineer
By
Ralph B. Sipprell
Acting Office Engr.

cc. R. H. Baldock

RBS:AF

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

20-1109

RECEIVED
MAR 18 1937
FOR FILING

March 17th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

You may submit a price agreement for the additional oil rock and maintenance material which we wish on the Rainrock-Greenleaf Creek Section at the prices which you quoted in your letter of March 15th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 12 1937
FOR FILING
25-1169

RECEIVED
MAR 12 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

March 11th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. N. BISHOP

Dear Sir:

In reply to your letter of March 1st, relative to the complaint made by Ray Bentley of Westlake regarding the damages to his car, which he claims were sustained on account of a pile of crushed rock, which had been left on the Siuslaw Highway.

I wrote to our Resident Engineer, Mr. E. E. Johnston, who is handling the re-surfacing of the Siuslaw Highway and a copy of his reply is attached for your information. The justice of such claims as this is very hard to determine but you will note that Mr. Johnston says that there had been considerable travel over this place without any damage to any other cars.

If anyone is responsible, it seems to me it would be the contractor and I suggest that Mr. Bentley be advised to put in his claim to him. The contractors on this job are Dail and Warren Brothers.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 6-44 25000 20 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 25 1936
FOR FILING

RECEIVED
NOV 17 1936

IN REPLY PLEASE
REFER TO FILE NO.

Eugene, Ore.
Nov. 16, 1936.

20-1109

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Attention Mr. H. G. Smith:

Dear Sir:

Your letter of Nov. 14 received regarding the truck not licensed in this state that R. C. Dail and Warren Bros., Inc., are using on the Rainrock - Greenleaf Cr. surfacing job at Swisshome. When this truck appeared on the job I advised them that it was necessary to have an Oregon license on it, and was told that the license was applied for but was slow in arriving. I will have the use of this truck discontinued until the license is attached to the truck.

Very truly yours,

E. E. Johnston
E. E. Johnston,
Resident Engineer.

cc R. H. Baldock
K. D. Lytle
Ray Webber

RECEIVED
NOV 17 1936
FOR FILING

20-1109

November 14th, 1936

Mr. Austin W. Howell
Swisshome, Oregon

Dear Sir:

We have investigated your complaint on the R. C. Bull and Warren Bros. contract at Swisshome and found one out of state truck working on the job, which was immediately corrected.

In regard to the contractor not giving preference to local labor, it is found that this contractor is employing 70% local labor in intermediate and common classifications, which is considered as preference on work of this sort.

Thanking you again for your information, I remain

Very truly yours,

State Highway Engineer

R

cc to: H. G. Smith
Ray Webber

5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 14th, 1936

~~Mr. H. G. Smith~~
~~Construction Engineer~~
~~Office~~

Dear Sir:

Reference is made to a complaint written by Mr. Austin W. Howell regarding the R. O. Dail and Warren Bros. job at Swisshome, Contract #1887, in which it is claimed that the contractor is using trucks on the job which are not licensed in this state and that the contractor is not giving preference to local men in the work.

On November 13th, I visited this job and found the contractor using a truck licensed in Washington, hauling material from the quarry to the crusher. On this matter I instructed Mr. Dail that he could not work this truck on the job unless licensed in this state. He said he would obtain the required license immediately and not work the truck until same was applied for. Mr. Dail is using another truck licensed in Washington which also has Oregon P.U.C. plates to haul equipment from one job to another. I advised that as far as I could see this truck was not working on the job and that if this arrangement satisfied State laws, there would be no violation of his contract.

In regard to the complaint about local men not being given preference, I obtained the following from the contractor's November 7th payroll:

Supervisory Employees
(7 men shown)
1 from State of Washington
4 from Multnomah County
2 from Marion County

Skilled Employees
(1 man shown)
1 from Marion County

NOTE: Supervisory and skilled men can be secured from any place.

Intermediate Labor Employees
(5 men shown)
2 from Multnomah County
1 from Marion County
1 from Polk County
1 from Lane County

Common Labor Employees
(19 men shown)
3 from Marion County
16 from Lane County

In my opinion, I believe that this contractor is giving preference to local labor.

Mr. Baldock answered Mr. Howell's complaint and stated that he would reply to him after an investigation was made; for this reason I am attaching a letter addressed to Mr. Howell for Mr. Baldock's signature.

It was further found that Mr. Howell has been working for this contractor for over a month.

Very truly yours,

Ray Webber
Ray Webber
Labor Regulations Engineer

RW:AR

cc to: R. H. Baldock ✓

-4-1 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 14th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Johnston
Resident Engineer
State Highway Dept.
Eugene, Oregon

Dear Sir:

From an investigation recently conducted on the R. O. Dail and Warren Bros. contract at Swisshome, it was found that the contractor was using a truck on the job not licensed in this state. Mr. Dail was advised on this matter that all trucks employed on the job had to be licensed in this state.

Please see that this provision of the contract is enforced.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock ✓
K. D. Lytle
Ray Webber

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

20-1109

October 14th, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

The State Force Order for widening the roadbed on the Rainrock-Greenleaf Section has been approved.

The approved order will go out today.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H

cc to: R. H. Baldock ✓

FORM 2-A-1 6M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

20-1109

10-12-6

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On August 7th, 1936, we sent for your approval Order For State Force Work on Contract Projects 20-1109-569 in the total amount of $5600.00 to cover the widening of the roadbed on the Rainrock-Greenleaf Section of the Siuslaw Highway.

We understand that this order has received the approval of the Commission but we do not seem to have an approved copy in our files.

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
cc. E. E. Johnston

CDC:AF

NOTED

FORM 401 P. [illegible]

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER [illegible]

6TH FLOOR YEON BUILDING
Portland, Oregon

#1887

20-1109

October 8, 1936

1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Regarding: R. O. Dale & Warren Brothers, Swisshome, Oregon

It is our understanding that the subject concern has been awarded a contract on the Eugene-Florence Highway in the vicinity of Swisshome, Oregon.

We anticipate furnishing subject with petroleum products on this operation and will therefore appreciate your completing the attached contractor's questionnaire and returning it to this office in the enclosed business reply envelope.

Yours very truly,

T. J. Awbrey
District Credit Supervisor

LRE/m

RECEIVED
JAN 20 1937
FOR FILING

20-1109

5i

Sept 18, 1936

Mr Babcock

The Commission on Sept 15th authorized an expenditure of $3000 for state force account work on contract project for widening the Rainrock-Greenleaf Station section of the Lincoln Hwy which is under contract to R.O. Dail and Warren Bros Co.

Harrington

FORM [illegible] 4-36

[illegible]ISSIONERS
HE[illegible]. CABELL, CHAIRMAN, PORTLAND
E. B [illegible]LDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

6i

September 10th, 1936

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. Lytle is making a request for $3,000 for State Force Work on contract projects for widening the Rainrock-Greenleaf Creek Section of the Siuslaw Highway, under contract to R. O. Dail and the Warren Northwest Inc.

Mr. Lytle advises that some of this road is only sixteen feet wide, and it is quite imperative that a small amount of work be done between M.P. 20.75 and M.P. 32.80. Will you kindly put this on the agenda to be discussed at the next Commission meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

M

FORM 3-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

20-1109

September 10th, 1936

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. Lytle is making a request for $5,000 for State Force Work on contract projects for widening the Rainrock-Greenleaf Creek Section of the Siuslaw Highway, under contract to R. O. Dail and the Warren Northwest Inc.

Mr. Lytle advises that some of this road is only sixteen feet wide, and it is quite imperative that a small amount of work be done between M.P. 20.75 and M.P. 22.00. Will you kindly put this on the agenda to be discussed at the next Commission meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

20-1109

August 20, 1936

R. O. Dail and Warren Bros., Inc.
Third and Park Streets
Aberdeen, Washington

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 1887, for the construction of the Rainrock-Greenleaf Section of the Siuslaw Highway, in Lane County, which was awarded you on June 26, 1936.

This copy is for your records and files.

Very truly yours,

Secretary

MEL

FORM 5-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

20-1109

RECEIVED
AUG 8 1936
OREGON
HIGHWAY COMMISSION

Aug. 7, 1936

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith for your consideration, Order For State Force Work On Contract Projects, Rainrock-Greenleaf Creek Section of the Siuslaw Highway.

I think it would be a good plan to widen this road sufficient to enable us to put on the full 18 feet of surfacing as called for in the contract.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

20-1109

June 29, 1936

R. O. Dail & Warren Bros., Inc.
Silverton, Oregon

Gentlemen:

This is to notify you that the Oregon State Highway Commission awarded you on Friday, June 26, 1936, the contract covering the 16.2 miles of surfacing and the furnishing of 4,100 cu. yds. crushed rock in stockpile in the Rainrock-Greenleaf Creek Section of the Siuslaw Highway in Lane County, based on your bid of $84,750.00.

Contract forms will be sent you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

EP
CC S. H. Probert
E. A. Collier

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

In Reply Please Refer to File No.

20-1109

Coast Projects Primary

JUN 3 1936

May 29, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: H. B. SMITH

Dear Sir:

Your letter of May 23rd, received concerning resurfacing of Siuslaw Highway and in compliance therewith I am submitting specifications and engineer's estimate of cost for the 16.21 miles of surfacing from Rainrock to Greenleaf Creek, covering resurfacing, placing culverts and stockpiling of crushed rock for maintenance including sufficient for construction of an 0-9 oil mat wearing surface.

In consideration of the bids received at the last meeting, I am revising upward my unit cost for production of crushed rock at Cape Horn quarry. I am also submitting the revised estimate for the Deadwood Creek-Greenleaf Creek Section only.

The production of rock from this quarry for the entire 16.21 miles should make a more attractive quarry operation and the elimination of the oiling should result in more competition.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

SPECIAL PROVISIONS

RAINROCK--GREENLEAF CREEK SURFACING

E. A. Collier
Division Engr.
June 1, 1936

TIME AND PLACE OF RECEIVING BIDS

June, 1936.

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under this contract if awarded consists of the following work on the Rainrock-Greenleaf Creek Section of the Siuslaw Highway in Lane County:

1. Furnish and install 800 lineal feet of 18" culvert pipe.
2. Construct 16.21 miles of crushed rock base.
3. Furnish 4100 cubic yards of crushed rock in stockpile

The west end of the project is at mile 19.52, which mile point is near Rainrock about five miles east of Mapleton.

The east end of the project is at mile point 35.73, which mile point is at the west end of the bridge over Greenleaf Creek, approximately 34 miles west of Junction City.

CLASS OF PROJECT

Same as Deadwood Creek-Greenleaf Creek.

DATE OF COMPLETION

All work to be done under this contract shall be completed not later than May 31, 1937.

CULVERT PIPE

Same as Deadwood Creek-Greenleaf.

ROCK BASE

Same as Deadwood Creek-Greenleaf Creek except under "Prospective Sources of Material" write--Rock of suitable quality is obtainable from the quarry site located adjacent to the highway at mile point 23.55 approximately four miles east of the west end of the project. The talus rock at the north end of quarry is not suitable but hand selection of the material shot down from the main quarry face will not be required.

FILLER

Same as Deadwood Creek-Greenleaf Creek

SPRINKLING

Same as Deadwood Creek-Greenleaf Creek

SPECIAL PROVISIONS

RAINROCK—GREENLEAF CREEK SURFACING

CRUSHED MATERIALS IN STOCKPILES

Work To Be Done:

Same as Deadwood Creek-Greenleaf Creek

Standard Specifications:

Same

Kind and Quality of Materials:

Same

Sizes of Materials:

Same

Assumed Distribution of Materials:

The assumed distribution of materials to which reference is made in the standard specifications and on which the contractor is to base his bid price is as follows:

Location of Stockpile		Cubic Yards to Be Stockpiled	
		¾"-½"	½"-¼"
Mile point 23.9		1140	800
" " 27.6		510	350
" " 31.2		650	450
	Totals. . . .	2300	1600

Measurement and Payment:

Same

MISCELLANEOUS PROVISIONS

Signs to be of Standard Designs:

Same

Truck Loads to be Levelled:

Same

Printed Special Provisions Relating to Employment of Labor, Subcontracting Etc.

Same

SPECIAL PROVISIONS

RAINROCK--GREENLEAF CREEK SURFACING

Pay Rolls:

Same as Deadwood Creek-Greenleaf Creek.

Hours of Employment:

Same

Arrangement of Transportation of Workers:

Same

Employment Agency:

Same

Reduced Freight Rates:

Same. (I think it probable the Southern Pacific would make rate of 2¢ instead of 3¢ in order to get business but my unit costs indicate there is more difference than this between cost of production at the quarry and shipping in from Eugene).

ADDITIONAL SPECIAL PROVISIONS

Same

LIQUIDATED DAMAGES TO BE PAID IN CASE OF FAILURE TO COMPLETE AS SPECIFIED

$50.00 a day.

E. A. COLLIER, Division Engr.

June 1, 1938

SPECIAL PROVISIONS

RAINBOCK—GREENLEAF CREEK RESURFACE

ENGINEER'S ESTIMATE

Mile 19.52 to mile 35.73 = = 16.21 miles.

Resurface 18 ft. wide - 5 inches thick compact.

Stockpile material for 0-0 mat 18 ft. wide.

18" Concrete Pipe	800 lin. ft.	at	$2.70	$2,160.00
2" - ¾" Material in Rock Base	20,900 C.Y.		2.45	51,205.00
¾" - 0 " " " "	9,100 C.Y.		2.45	22,295.00
Filler	3000 C.Y.		.40	1,200.00
Filler Haul	6000 C.Y.		.20	1,200.00
Sprinkling	1600 M. Gals.		2.00	3,200.00
Crushed Materials in Stockpile	3900 C.Y.		2.10	8,190.00
				$89,450.00
Plus 10% for engineering and contingencies				8,950.00
			Total . .	$98,400.00

EXTRA ITEMS

Preparation of 3 stockpile sites.	$400.00
Rejects at .25¢ - 1600 C. Y.	400.00
Reject haul 2000 Yd. Mi. at .10¢	200.00
	$1000.00

SPECIAL PROVISIONS

RAINROCK—GREENLEAF CREEK RESURFACING

R. A. COLLIER, Div. Engr.

June 1, 1938

ENGINEER'S ESTIMATE

Mile 27.45 to 35.73 = 8.28 miles.

Resurface 18 ft. wide - 5" thick compact

Stockpile material for 0-8 mat 16 ft. wide.

18" Concrete Pipe	800 lin. ft.	at $2.70	$2,160.00
2" - ¾" Material in Rock Base	10,700 C.Y.	2.75	29,425.00
¾"—0 " " " "	4600 C.Y.	2.75	12,650.00
Filler	1600 C.Y.	.40	640.00
Filler Haul	3200 C.Y.	.20	640.00
Sprinkling	800 M. Gals	2.00	1,600.00
Crushed Material in Stockpile	2000 C.Y.	2.40	4,800.00
			51,915.00
Plus 10% for engineering and contingencies			5,185.00
			$57,100.00

EXTRA ITEMS

Preparation 2 stockpile sites	$250.00
Rejects at .25¢ 800 C.Y.	200.00
Reject haul 2000 yd. mi. at .10¢	200.00
	$650.00

Form 2-34

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

20-1109

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May [illegible], 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

Herewith copy of low bid of Homer G. Johnson on the Deadwood Creek-Greenleaf Creek Surfacing and Oiling Project in Lane County for your information.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 23rd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

Owing to the lateness of the season it is considered impractical to re-advertise the Deadwood Creek-Greenleaf Creek Section of the Siuslaw Highway in its present form. It is now considered preferable to confine our letting to resurfacing and stockpiling the material for the oiling.

Will you kindly prepare specifications and estimate of cost for the entire 16 miles unoiled to include surfacing and maintenance material. You should also prepare the estimate for merely the $50,000 already allocated.

I will endeavor to secure permission to contract the entire amount, but it may be possible that the budget cannot be increased over the $50,000.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 22 1936

20-1109

April 21, 1936

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On April 6th, we submitted to your office special provisions for the Greenleaf-Deadwood Creek Section, of the Siuslaw Highway surfacing and oiling. It is possible that the commercial gravel plants in Eugene and Reedsport will be interested in bidding on this job. With this thought in mind we have requested the Southern Pacific Company to quote us a reduced freight rate on crushed gravel from Reedsport and Eugene to Swisshome.

The special provisions called for the furnishing of crushed rock from the Cape Horn Quarry. We would like to ask that you change the special provisions to allow the use of either crushed gravel or crushed rock. The same specification for crushed gravel should be used as called for in the Reedsport-Wilson Ranch Section. We expect to hear tomorrow in regard to the special rate on gravel and will advise you upon hearing from the Southern Pacific Company.

Very truly yours,

E. A. COLLIER
Division Engineer

By C.D.C.
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

FORM 8-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

20-1109

April 8th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. H. Bishop
Maintenance Engineer
Office

Dear Sir:

We are letting a contract on the Greenleaf Creek-Deadman Creek Section of the Siuslaw Highway for resurfacing and oiling, and I am forwarding to you a work order for repairing the log culverts on this section.

We are replacing many of the culverts with pipe culverts, but Mr. Collier recommends that these culverts be repaired by the bridge maintenance forces as the work is too indefinite to be contracted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

20-1109

RECEIVED
APR 7 1936

April 6, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: H. G. SMITH

Dear Sir:

Herewith special provisions and Engineer's estimate for surfacing and oiling the Greenleaf Creek-Deadwood Creek section of the Siuslaw Highway.

We plan to replace 26 of the existing cedar log culverts with 18" concrete pipe culverts. These culverts are decayed and show signs of requiring replacement within the next year. I am sending you a map, scale 400', on which Johnston has marked location of culverts to be replaced and a list of culverts showing station, size and length of pipe. I believe trench excavation item will not be required and is not applicable in any case because the major part of the excavation will consist of removal of the old cedar box culverts.

Mr. Johnston and Walsh plan also repairs on two larger cedar box culverts and the entire replacement of one. I have suggested that this be done by State force extra gang rather than by contract since the condition of the timber can best be determined after opening up. An order for this State force extra gang work is inclosed herewith for consideration by Mr. Bishop.

Cape Horn quarry: The description, map and Request For Authority to Open Negotiations for acquisition of this property was sent to the Salem office March 20th.

The compacted thickness of 5 inches is the very minimum which I estimate is safe on which to place oil mat. I have planned no grading on this section.

An O-9 modified similar to that planned for Reedsport-Wilson Ranch has been covered in these special provisions and I have provided for the stockpiling of 60 yards per mile or 480 yards of maintenance rock to be used for patching oil in the future.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

SPECIAL PROVISIONS April 6, 1933

DEADWOOD CREEK--GREENLEAF CREEK
SURFACING AND OILING

ENGINEER'S ESTIMATE

10" Concrete Pipe	800 Lin. Ft.	$2.70	$ 2,160.
Crushed rock base in place	11,400 Cu. Yds.	2.30	26,220.
Crushed Rock Top in place	4,600 " "	2.30	10,580
Filler	1600 Cu. Yds.	.40	640.
Filler Haul	3200 C.Y.M.	.20	640.
Sprinkling	800 M. Gal.	2.00	1,600.
Mineral Aggregate in place	2400 Cu. Yd.	3.40	8,160
No. 3 Road Oil in place	208 tons	30.00	6,240
Crushed materials in Piles	480 Cu. Yd. at	2.50	1,200
			$57,440
Plus 10% for Engineering and Contingencies			5,760.
Total - -			$ 63,200.

SPECIAL PROVISIONS

DEADWOOD CREEK—GREENLEAF CREEK

SURFACING AND OILING

TIME AND PLACE OF RECEIVING BIDS

May, 1936

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract if awarded consists of the following work on the Deadwood Creek-Greenleaf Creek Section of the Siuslaw Highway in Lane County:

1. Replace wood culverts with concrete pipe culverts., 800' of 18".

2. Construction of 8.18 miles of crushed rock surfacing.

3. Application of 8.18 miles of oil mat surface treatment (type O-9 modified).

The west end of the project is at mile post 27.45 at Deadwood Creek, which is five miles east of Swisshome.

The east end of the project is at mile post 35.73 at Greenleaf Creek, which is 33.6 miles west of Junction City.

The length of the project is 8.18 miles.

CLASS OF PROJECT

Same as Reedsport—Wilson Ranch

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than July 31, 1937.

CULVERT PIPE

Specifications:

The culvert pipe to be furnished and placed under the contract shall be furnished, placed and paid for in accordance with the standard specifications for concrete pipe culverts as given in sections 26 and 51 of the standard specification form except as those specifications are modified and supplemented by the following provisions.

Removal of Wood Culverts:

All of the wood material in the existing wood culverts at the locations where new concrete pipe culverts are to be placed shall be entirely removed from the grade and burned by the contractor.

Measurement and Payment:

The pay item for concrete culvert pipe shall be "18" concrete pipe". Payment for all excavation and backfilling necessary including the removal and burning of all timber in wood culverts shall be understood to be included in the payment to be made for the pipe at the price bid per lineal foot therefore.

SPECIAL PROVISIONS

DEADWOOD CREEK - GREENLEAF CREEK
SURFACING AND OILING

CRUSHED ROCK SURFACING

Specifications:

The crushed rock surfacing to be constructed under this contract shall be constructed and paid for in accordance with the standard specification for rock surfacing as given in section 10 of the standard specification form except as that specification is supplemented and modified by the provisions which follow:

Materials:

The materials to be used in the construction of the crushed rock base course shall be clean and durable crushed rock uniformly graded from ¾" to 2". They shall all pass through a screen having 2" circular openings and shall all be retained on a screen having ¾" circular openings. The material to be used in the construction of the crushed rock top shall be clean and durable crushed rock uniformly graded from dust to a maximum size of ¾". They shall all pass through a screen having ¾" circular openings and shall contain at least 25% but not more than 40% of material that will pass through a screen having ¼" square openings. Materials for both base and top shall show an abrasive loss not exceeding 5% when subjected to the standard abrasion test.

Source of Materials:

The materials for the construction of the crushed rock surfacing shall be manufactured from the hardest, most durable and otherwise most suitable rock obtainable from the Cape Horn rock quarry located along the highway at mile post 23.55. All materials occurring in the quarry rock that will pass a screen having 1" circular openings shall be screened out and wasted and none shall be permitted to enter the crusher or become a part of the crushed product.

Acquisition of Property Rights:

The above specified quarry is State owned and the contractor will be permitted to take materials therefrom without payment of royalty or other charge. All expense involved in the stripping and developing of the quarry and the wasting of unsuitable materialls shall be borne by the contractor.

Thickness and Number of Courses:

The crushed rock surfacing shall be of the cross section indicated by the typical cross section plan.

Re-shaping After Oiling:

After the oil mat surface treatment has been applied as hereinafter specified the areas of crushed rock surfacing which are outside the area occupied by the oil mat surface treatment shall be reshaped to the crown and cross section indicated by the typical cross section plan and shall be recompacted by rolling with a ten ton roller.

Measurement and Payment:

Payment for the construction of crushed rock surfacing will be made at the price bid for:

1. Crushed rock base. 2. Crushed rock top.

SPECIAL PROVISIONS

DEADWOOD CREEK--GREENLEAF CREEK
SURFACING AND OILING

(Measurement and Payment)

The prices bid shall be understood to include and cover the preparing of the sub-grade, the furnishing, hauling, placing and shaping and compacting of the materials and the later reshaping and recompacting of the areas of surfacing which are outside the area occupied by the oil mat. Measurement of materials will be made in the trucks in which the materials are hauled. Measurement will be made at points of deposit.

FILLER

Such filler materials as may be required in connection with the construction of the crushed rock surfacing shall be furnished and paid for in accordance with the standard specification for filler as given in section 12 of the standard specification form.

SPRINKLING

Such sprinkling work as is required in connection with the construction of the crushed rock surfacing shall be performed and paid for in accordance with the standard specification for sprinkling as given in section 13 of the standard specification form.

OIL MAT SURFACE TREATMENT--TYPE O-9 MODIFIED

Standard Specification to Apply:

Same as Reedsport-Wilson Ranch

Width of Treatment:

The oil mat surface treatment is to be applied to a width of 16 feet.

Table of Details:
Same as Reedsport-Wilson Ranch.

Bituminous Cement:

Same as Reedsport-Wilson Ranch.

Aggregates to be furnished by Contractor:

Same as Reedsport-Wilson Ranch

Kind and Quality of Aggregates:

The aggregates to be furnished under this contract shall be clean, crushed rock manufactured from the hardest, most durable and otherwise most suitable rock obtainable from the Cape Horn quarry. The aggregate, when subjected to the standard abrasion test, shall show an abrasive loss not exceeding 5%. All materials occurring in the quarry rock that will pass a screen having 1" circular openings shall be screened out and wasted and none shall be permitted to enter the crusher or become a part of the aggregates.

Sizes of Aggregates:

Same as Reedsport-Wilson Ranch.

SPECIAL PROVISIONS

DEADWOOD CREEK—GREENLEAF CREEK
SURFACING AND OILING

Grading and Cleanness:

Same as Reedsport-Wilson Ranch except use "crushed rock" instead of crushed gravel.

Approximate Quantities Required:

The approximate quantities of different sizes of aggregates required for the oil mat surface treatment are as follows:

Size	Approximate Quantities
¾"-½" Materials	1010 Cu. Yds.
½"-¼" "	950 " "
¼"-0 "	460 " "
	Total - 2400 Cu. Yds.

Measurement and Payment:

The pay items in connection with the applying of the oil mat surface treatment, type C-9 modified shall be as follows:

1. Mineral aggregate in place.
2. #3 Road oil in place.

(Next five paragraphs under this sub-head same as Reedsport-Wilson Ranch)

CRUSHED ROCK IN STOCKPILES

Standard Specification to Apply:

The crushed rock to be furnished in stockpiles shall be furnished in accordance with the standard specification for crushed materials in stockpiles specification "A" as the same is given in section 15 of standard specification form except as that specification is supplemented and modified by the provisions which follow:

Kind and Quality of Materials:

The crushed rock to be furnished in stockpiles under this contract shall be of the same kind and quality as is hereinbefore specified for the mineral aggregates to be used in the construction of the oil mat surface treatment.

Sizes of Materials:

The materials shall be of two sizes. All of each size of material shall pass a screen having openings of a certain size and at least 90% of each size of the material shall be retained on a screen having openings of a certain other size. The sizes of the screen openings for each size of material shall be as follows:

Size	Size of openings in screen through which all must pass	Size of openings in screen on which at least 90% must be retained.
¾"-½" Materials	¾" circular	½" circular
½"-¼" "	½" "	¼" square

SPECIAL PROVISIONS

DEADWOOD CREEK-GREENLEAF CREEK SURFACING AND OILING

(Sizes of Materials)

Each size of material shall be well and uniformly graded between the specified maximum and minimum limits.

Assumed Distribution of Materials:

120 yards of each size shall be stockpiled at mile post 27.45 and 120 yards of each size shall be stockpiled at mile post 31.20.

Measurement and Payment:

The basis of measurement and payment for the crushed gravel furnished under this contract shall be as stated in the standard specification and crushed material in stockpile specification "A" as given in section 15 of the standard form. The pay item shall be "crushed materials in stockpile". The haul adjustment shall be made at a rate of 10¢ per mile instead of 14¢ as stated in the standard specification.

MISCELLANEOUS PROVISIONS

CONTRACTOR TO FURNISH FLAGMEN AND PILOT CARS

Same as Reedsport-Wilson Ranch

SIGNS TO BE OF STANDARD DESIGN

Same as Reedsport-Wilson Ranch

Truck LOADS TO BE LEVELED

Same as Reedsport-Wilson Ranch

SCHEDULE OF PERFORMANCE:

Same as Reedsport-Wilson Ranch

OILING TO BE DONE DURING WARM WEATHER:

The application of road oil to be made under this contract shall be made only during warm weather. If not placed by October 1, 1936, application shall be postponed until July 1, 1937.

LABOR PROVISIONS

Same as Reedsport-Wilson Ranch.

PAYROLLS

Same as Reedsport-Wilson Ranch.

HOURS OF EMPLOYMENT:

Same as Reedsport-Wilson Ranch.

ARRANGEMENT OF TRANSPORTATION OF WORKERS:

Swisshome

LABOR NOT REQUIRED TO BE OBTAINED THROUGH U.S. RE-EMPLOYMENT OFFICE

Same as Reedsport-Wilson Ranch

FORM 8-A-1 5M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

20-1109

OREGON STATE HIGHWAY COMMISSION

SALEM

March 12, 1936

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

In 1924 and 1925 Guy F. Atkinson surfaced the Blachly-Rainrock Section of the Siuslaw Highway for the Bureau of Public Roads.

One of the quarries in which he operated is known as Cape Horn and is located on Lake Creek, one mile east of Swisshome.

I wrote Mr. Farmer for information about contractor's operations in this quarry but the only information he had available was that the bid price was $3.00 per cubic yard. In working up the resurfacing and oiling project from Deadwood Creek to Greenleaf Creek I would like to have the following information and will appreciate having a search made of our records for this information.

1. Did the State or County secure right to take rock from this site and who was this right secured from and what was the consideration?

2. Do we have any records showing the percent of abrasion shown by this rock?

3. Did Atkinson's bid price of $3.00 include haul and road work such as rolling and sprinkling?

4. Do our records show Mr. Sawyers' judgement of the quality of rock and of the contractor's profit or loss in operating this quarry? Was there any arguement about selection of rock from this quarry?

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

FORM [illegible] 1M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

20-1109

x

112-2-e

Dec. 18, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith estimate for resurfacing and oiling the Rainrock-Greenleaf Section of the Siuslaw Highway.

The remainder of the Siuslaw Highway is either oiled or under contract for oiling in 1935. The Rainrock-Greenleaf Section was graded and macadamized by the Bureau and the top width of surfacing at present has a minimum width of 16 feet. I would plan very limited grade widening so that we might be able to place a minimum width of 18 feet of crushed rock and oil. Several sections on Cheshire-Greenleaf are only oiled 16 feet wide at present and traffic appears to get by in fair shape. Total estimated cost is $131,680.00. Please compare this with Waller's reconnaissance estimate. Apparently our copy of Waller's report went to Salem with Martin's location from Mapleton to Turner Creek. If you can find it please return to this office.

The road from Cheshire to Florence is in a good state of repair considering the type of surface. The unoiled sections are bladed at frequent intervals and while Rainrock-Greenleaf section is getting very thin it is maintained in a smooth condition. This section should be resurfaced as soon as funds are available. Traffic count last July at Deadwood totaled 170 vehicles.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

State Highway Engineer

ESTIMATE FOR RE-SURFACING AND OILING
RAINROCK-GREENLEAF CREEK SECTION OF SIUSLAW HIGHWAY

Mile 19.5 to Mile 35.7 = 16.2 miles. Width Surface 18 ft.

E. A. Collier   Dec. 18, 1934.

Rock to be crushed at Cape Horn Quarry, mile 23.6 and placed 6 inches deep loose and oiled with O-11 Specification. Very limited grade widening planned. Present roadbed 16 ft. minimum.

Clearing & grubbing at $50.00 per mile		$ 810.
Grading 2500 yds per mi.	40,500 yds. at $.40	16,200.
Crushed rock	29,000 yds. at 2.00	58,000.
Oil Surface	16.2 miles at $2500.	40,500.
Oil maintenance rock	1600 yds. at $2.00	3,200.
Extend or replace culverts		1,000.
		$119,710.
Plus 10% for contingencies & engineering		11,970.
TOTAL - -		$131,680.

FORM 2-A-1 15573 10M 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

20-1109

112-15

December
4th
1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

In answer to your letter of November 30 attaching an excerpt from the minutes of the meeting held on October 1 regarding the rocking of the twenty mile section of the Siuslaw highway between Rainrock and Greenleaf Creek, please be advised that this work has not been done.

It was my understanding that the work was to be contracted and supervised by the Construction Engineer. However, I would like to offer this suggestion. If $15,000 only is to be spent on a temporary surfacing, I would suggest that at least of this amount four or five thousand be spent on grade widening of the most hazardous places where the yardage is light and the expenditure would be most effective.

Very truly yours,

J. N. Bishop
J. N. Bishop
Maintenance Engineer

JNB/er

cc R. H. Baldock

Maintenance
Highways & Streets
Surfacing

112-15

November 30, 1934

Mr. J. N. Bishop
Office

Dear Sir:

Attached is excerpt from minutes of the meeting held on October 1 regarding the rocking of the twenty-mile section of the Siuslaw Highway between Greenleaf Creek and Rainrock.

You will note that the Commission authorized an expenditure of about $15,000 of state funds for temporary surfacing. Mr. Baldock would like to know whether or not this work has been done.

Very truly yours,

Secretary

HBG:AJ
cc Mr. Baldock

CONTRACT# [redacted] 1888

125-1003 Lexington-Sand Hollow Section
Lexington-Echo Secondary 1936

1888

FORM 5-M-1 1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
SEP 7 1937
FOR FILING
125-1[illegible]3

RECEIVED
AUG 31 1937
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

August 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith semi-final estimate on the Lexington-Sand Hollow surfacing project, Lexington-Echo secondary highway in Morrow county. In support of the semi-final estimate there is being submitted to you by express the following records:

Plated cross-sections
Field cross-section notes
13 material receipt books
Rock summary
3 oil invoices.

You will note that cutback was used for the final seal. As there was no bid item on this material, it was carried in the semi-final estimate as No. 3 road oil in place.

We have not completed the final cost report for the work which was done by State forces, but we do know that a considerable saving over the estimated prices was effected. I will furnish you with detailed cost statement as soon as it is available.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
J. W. McCallister

NOTED
State Highway Engineer

125-0003

FORM [illegible] 1M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 2 1937
FOR FILING

RECEIVED
FEB 1 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

January 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to yours of January 29, please be advised that the Lexington-Sand Hollow Section of the Lexington-Echo Secondary Highway has not been oiled for the reason that the rock for the oiling work was not produced in sufficient time to permit oiling during the 1936 season.

We have an approved order covering this work by State forces and the work will be performed as early in the spring as weather conditions will permit. It is my plan to start the 1937 season on this particular job, which will be around May 1st. The work will require two weeks time, so that it should be completed on or about May 15th.

Very truly yours,

W C Willia

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 1 1937
FOR FILING

January 28th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Will you kindly advise whether that section of the Lexington-Sand Hollow Secondary Highway, for which we crushed gravel under a contract let to A. G. Wallace in 1936, has been oiled by State Forces, or whether you contemplate doing it during 1937.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 9-M-1 1M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 6 1937
FOR FILING
125-1003

RECEIVED
JAN 5 1937
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

January 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

As requested, there is being enclosed herewith Authority for Additional Expenditure in the amount of $250 on the Lexington-Sand Hollow Rock Production product.

This overrun of $250 resulted from the purchase of additional screen rejections, which material is to be used in maintenance operations.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

#1888

RECEIVED
NOV 13 1936
FOR FILING

125-1003

November 13, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1888 for the construction of the Lexington-Sand Hollow Section of the Lexington-Echo Secondary Highway in Morrow County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 25, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $12,456.71, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 4 1936
FOR FILING

125-7003

November 2, 1936

Mrs.A. P. Garner
Hermiston, Oregon

Dear Mrs.Garner:

This acknowledges your letter of October 28 advising that a family by the name of Calhoun, who worked for A. S. Wallace in connection with his contract with the State Highway Commission for furnishing crushed gravel near Butter Creek, is indebted to you in the amount of $5.52 for milk.

I do not believe that the bond furnished by the contractor in connection with this job protects claims such as yours; however, you might drop a line to the United States Fidelity and Guaranty Company, which wrote the bond, and ascertain if your claim is covered. Their address is 1208 Bedell Building, Portland.

You might also write to Mr. Wallace. If Mr. Calhoun is still working for Mr. Wallace there is a possibility that Mr. Wallace can help you out but there appears to be nothing that the Highway Commission can do, which we regret.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

Oct, 30, 1936

H. B. G.

A. S. Wallace had two jobs up in that country as follows:

No. 1888 - Lexington-Sand Hollow Section of the Lexington-Echo Sec. Hwy. furnishing 7,100 yds. crushed rock.

No. 1896 - Hermiston-Echo Junction Section of the Hermiston Secondary Highway, furnishing 5,300 yds. crushed gravel.

Both jobs have been completed and I think that he used the same set-up for both, however, I am not sure of this. The same surety furnished the bond, being the United States Fidelity & Guaranty Co., However, the bond would not cover a bill of this kind.

J. McFarland.

---

this bill?

Respectfully
Mrs A. P. Garner
Hermiston. Ore.

RECEIVED OCT 29 1936 OREGON

REFERRED TO
BY SECRETARY

What job is this? gms

-Echo Secondary

now completed at a
be done by state forces
afore, appears that the
proximately $31,500, or

obtained under the
yardage of crushed rock
, the value of the in-

retary.

Office Engineer

NOTED

Hermiston, Ore.
October 28, 1936

State Highway Com
Salem, Ore.

Dear Sir:-

The family by the name of Calhoun, connected with A. S. Wallace, were here recently on a crushed gravel job on Butter Creek Highway, left here owing me a bill for milk of \$5.52 I cannot locate them. Is there any way I can collect this bill?

Respectfully
Mrs A. P. Garner
Hermiston, Ore.

RECEIVED
OCT 29 1936
DIVISION
STATE HIGHWAY

REFERRED TO
BY SECRETARY What job is this?

R. H. Baldock
State Highway Engineer
Salem

COMMISSION

October 16, 1936

In Reply Please
Refer to File No.

jected the low bid of
Hollow Section in
of the work in the fol-

construction of the
tract.

Secondary

now completed at a
be done by state forces
efore, appears that the
proximately \$31,500, or

re obtained under the
yardage of crushed rock
the value of the in-

retary.

Office Engineer

NOTED
State Highway Engineer

FORM 9-A-1 5M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 31 1936
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

125-1003

OREGON STATE HIGHWAY COMMISSION

SALEM

October 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

MEMORANDUM FOR

Mr. Baldock:

On May 21, 1936, the Commission rejected the low bid of $39,835 for the oiling of the Lexington-Sand Hollow Section in Morrow County, and ordered the performance of the work in the following manner:

1. Production of rock by contract.
2. Oiling by state forces.

The work of producing the rock is now completed at a total cost of $12,502. The oiling work to be done by state forces is now estimated to cost $19,025. It, therefore, appears that the job will be completed at a total cost of approximately $31,500, or about $8,300 below the low bid.

In addition to this saving, we have obtained under the rock production contract a somewhat greater yardage of crushed rock than was called for in the original project, the value of the increased yardage being approximately $900.

Very truly yours,

Office Engineer

NOTED
State Highway Engineer

#1888

125-1003

October 16, 1936

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace in connection with Contract No. 1888 for the construction of the Lexington-Sand Hollow Section of the Lexington-Echo Secondary Highway in Morrow County. This payment will be made on or after October 26, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

[illegible]

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

125-1003

OREGON STATE HIGHWAY COMMISSION

Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

October 13, 1938

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Lexington-Sand Hollow Rock Production project, Lexington-Echo Secondary Highway in Morrow County has been satisfactory completed by Contractor A. S. Wallace on October 7.

Total cost of the project is slightly under the project authorization although there was a small overrun in contract items due to the purchase of excess screen rejections for use in future maintenance operations and an overrun of approximately 350 cubic yards in the ½" - ¼" size material.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM S-M-1 500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

X

125-1003

October 9, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing State Force Order on Contract Project covering construction of rock surfacing and oiling of the Lexington-Sand Hollow Section, Lexington-Echo Secondary Highway.

Materials for this project have been stockpiled by contractor A. S. Wallace and it is proposed to do the oiling as soon as weather will permit in the spring of 1937. We wish, however, to place the crushed rock surfacing on the two mile section to be resurfaced during the winter months in order to secure compaction of the material. Also, to install culvert pipes.

Therefore, if you will secure approval of this State Force Order, we can perform these miscellaneous items of work during the winter and be ready for the oil mat surface construction early next spring.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

Form 228—5M—8-35

O[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct.3,1936, 193

Section Lexington - Sand Hollow

Kind of work Rock Production

Highway Lexington - Echo Secondary

Section prefix 125-1003

Contractor A.S.Wallace

Contract number 1888

Date of contract June 26,1936, 193

Date of completion Oct.31,1936, 193

Date work started Aug.10,1936, 193

Estimated date of completion Oct.10,1936, 193

Amount of contract . . . . . . $ 11,607.50

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering . . . . $ 11,607.50

Per cent of contract completed, based on total contract price . . . . 85 %

Engineering cost to date, $ 200, 2 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor making good progress, and should finish this contract by Thursday of next week.

RECEIVED
OCT [illegible] 1936

NOTED

Signed Dean Swift

Address Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			7110		
Estimated quantities moved or placed to date			3200		
Average daily quantities			200		
Average daily quantities necessary to complete project on time			100		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men		Not N.R.S.			10		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 8-M-1 500 12-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

125-1003

RECEIVED
AUG 25 1936
OREGON
STATE HIGHWAY

IN REPLY PLEASE
REFER TO FILE NO.

August 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I enclose herewith an order for state force work on contract projects in the amount of $70.00. This order is to cover the preparation of stockpile sites on the Lexington-Sand Hollow section of the Lexington-Echo Secondary Highway in Morrow County. The contractor producing the rock on this project has no blading equipment or other means of preparing the stockpile sites and desires that the work be done by state forces.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

125-1003

July 21, 1936

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1838 awarded to you on June 26, 1936, for furnishing crushed rock in stockpile on the Lexington-Sand Hollow Section of the Lexington-Echo Secondary Highway in Morrow County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HI

125-1003

June 29, 1936

A. S. Wallace
Roseburg, Oregon

Sent to P.O. Box 281
Union Oregon

Dear Sir:

This is to notify you that the Oregon State Highway Commission awarded you on Friday, June 26, 1936, the contract covering the furnishing of approximately 7,100 cu. yds. crushed rock in stockpile in the Lexington-Sand Hollow Section of Lexington-Echo Secondary Highway in Morrow County, based on your bid of $11,607.50.

Contract forms will be sent you shortly for execution.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP
S. H. Probert - CC
W. C. Williams - CC

125-1003

December 31, 193[illegible]

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

The State Highway Commission at its meeting on December 27 approved the State Fund oiling jobs listed in your letter of December 26 to Mr. R. H. Baldock.

Very truly yours,

Secretary

HDG:MML

FORM 2-H-1 25195 500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 23, 1935

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 26 1935
OFFICE

REFERRED TO
R H G Smith
State Highway Engineer
Please attach to list of jobs that Comm. have approved in accordance with my instructions this morning.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Mr. F. C. McKenzie, Chairman of the Road Committee of the Hermiston Commercial Club recently requested by telephone that I stop in Hermiston to discuss with him certain road matters.

I called on Mr. McKenzie December 19 when he advised me that a meeting had been held in Hermiston which was attended by the County Courts of both Morrow and Umatilla Counties, as well as representatives of various civic organizations of Hermiston and Lexington.

At this meeting it was determined to request the State Highway Commission to oil the Hermiston Secondary Highway between Butter Creek Junction and the Columbia River Highway, a distance of 18 miles, of which distance 1.1 miles in the city of Hermiston is now oiled. They also will request the oiling of the Lexington-Echo Secondary Highway between 125-1003 Lexington and the Umatilla County line, a distance of 19.8 miles.

In order that you may have adequate information, as to cost of such improvement, I have inspected both secondary highways and prepared an estimate of cost for surfacing of the same.

The Hermiston Seconday Highway is surfaced throughout with 130-1003 either crushed gravel or pit run gravel and while some reshaping of the highway will be necessary, I do not consider it necessary to add additional surfacing materials. The existing surfacing is stable and due to the locality being very well acclimated to oiled surfacing, I believe a type O-9 oil would be entirely satisfactory. The cost of con-

FORM 2-M-1 25155 500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock, State Highway Engineer
Subject: F.C.McKenzie's request re oiling
Hermiston Secondary Highway and
Lexington-Echo Secondary Highway.

Page 2
12-23-35

structing an 0-9 oil on this section, together with a small amount of roadbed reshaping, will be $40,000, which cost, of course, includes the manufacture of the necessary aggregates.

The Lexington-Echo Secondary Highway, between Lexington and the Umatilla County Line, has been surfaced with crushed rock to a satisfactory standard. This section is sufficiently stable for the placing of an oil mat surface treatment without additional surfacing or grading. The cost of constructing a type 0-9 oil mat wearing surface on this section will be approximately $45,000.

The alinement of both these secondary highways is satisfactory and are probably considerably better than average for secondary highways in the state.

For approximately the same cost as estimated for the type 0-9 oil mat, a two inch cut back wearing surface could be constructed but it is my belief that a type o-9 oil mat, which adds additional thickness to the surfacing, is preferable.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc E. B. Aldrich
H. G. Smith

FORM 9-A-1 10M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAY 7 1937
FOR FILING

October 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

125-1003

MEMORANDUM FOR

Mr. Baldock:

On May 21, 1936, the Commission rejected the low bid of $39,835 for the oiling of the Lexington-Sand Hollow Section in Morrow County, and ordered the performance of the work in the following manner:

1. Production of rock by contract.
2. Oiling by state forces.

The work of producing the rock is now completed at a total cost of $12,502. The oiling work to be done by state forces is now estimated to cost $19,025. It, therefore, appears that the job will be completed at a total cost of approximately $31,500, or about $8,300 below the low bid.

In addition to this saving, we have obtained under the rock production contract a somewhat greater yardage of crushed rock than was called for in the original project, the value of the increased yardage being approximately $900.

Very truly yours,

Probert

Office Engineer

REFERRED TO
Glaisyer
By State Highway Engineer

For Com meeting

R

CONTRACT# [redacted] 1890

115-1003 McCallister Sec., Unit # 3, 1936
Little Butte Secon. Hwy.
1890

RECEIVED
JAN 31 1938
FOR FILING
115-1003

#1890

January 28, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1890, for the construction of Unit 3, McCallister Section of the Little Butte Secondary Highway in Jackson County, has been completed by the contractors, McNutt Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after February 8, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $52,255.15, including the final payment. Of this amount $155.15 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

115-1003

RECEIVED
DEC 30 1937
FOR FILING

December 29, 1937

MARYLAND CASUALTY COMPANY
Hanson & Rowland, Resident Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Bros. on Contract No. 1890 for the grading of 2.10 miles on the McCallister Section, Unit 3, of the Little Butte Secondary Highway, in Jackson County. This payment will be made on or after January 6, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

DEC 24 1937

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

115-1003

IN REPLY PLEASE
REFER TO FILE NO.

Dec. 20, 1937.

NOTED
Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In connection with the semi-final estimate on Unit #3 McCallister Section of the Little Butte Highway, I wish to call your attention to the fact that Resident Engineer Call has paid the contractor for the roadside ditch at the price bid for Excavation Single Classification which in most instances would be perfectly proper but in this case I think we could, with justice to the contractor, classify this as Trench Excavation and pay him accordingly.

At the time the contractor was ordered to dig this ditch, he objected to doing the work because the typical cross section plan called for a flat section.

As long as the section plan did not show a ditch, I would recommend the 343.3 cubic yards involved be classified and paid for as Trench Excavation.

If you agree with me in this, will you please have the estimate changed accordingly?

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. S. H. Probert
cc. J. W. McCallister

KDL:AF

1937

Out Ditch Excavation

On
Unit No. 3 McCallister Section
Little Butte Secondary Highway

Station to Station		Left	Right	Lin. Ft.
554+30	560+25			595
562+50	572+25			975
575+75	582+12			837
582+25	590+25			800
590+95	605+45			1450
607+80	609+05			125
610+40	635+72			2532
640+00	650+50			1050
650+60	653+75			315
655+30	661+21			591
				9268

Area of Ditch = 1 Sq. Ft.

(1.00 x 9268) ÷ 27 = 343.3 Cu. Yds.

Form 330—5M—6-37

✓

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 18, 1937

Section Unit No. 3 - McCallister

Kind of work Grading

Highway Little Butte

Section prefix 115 - 1003

Contractor McNutt Bros.

Contract number 1890

Date of contract July 2, 1936

Date of completion May 31, 1937

Date work started July 29, 1936

Estimated date of completion Aug. 11th, 1937

Amount of contract $ 53,485.00

Per cent of time elapsed 125 %

Estimated cost of completed project, exclusive of engineering $ 53,485.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3200.00, 5.98 %

Date project was completed Aug. 11th, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party one day in field remeasuring rock cuts.

Draftsman work on notes in office one day this week.

Two more days in the field should clean up the field work.

SEP 20 1937

Signed C. C. Gall.

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.1				
Miles partially completed	2.1				
Miles completed	2.1				
Total estimated quantities	82,000				
Estimated quantities moved or placed to date	"				
Average daily quantities	Completed				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 5-A-1

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 24 1937
FOR FILING
115-1003

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

Aug. 23, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith Extra Work Bill No. 1, Record of Extra Work Bills and payroll to accompany Estimate #7, contract #1690.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

NOTED

FORM [illegible]

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 10 1937
FOR FILING
115-1 3

August 5th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

A rather bad slide has developed on the Unit #3 McCallister Section of the Little Butte Secondary Highway in Jackson County, and I am sending herewith an Order For State Force Work covering the construction of drain ditches. You will also find enclosed a sketch map and description covering the area in this slide.

I would recommend that this land be purchased so that we would have full control over it. At present it is swampy and at times when it dries up, the farmers turn the creek on it, which helps to keep it saturated.

Very truly yours,

K.D.L.
K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

RECEIVED
AUG - 1937

FORM 2-A-4 5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 19 1937
FOR FILING

115-1003

RECEIVED
JAN 18 1937
STATE HIGHWAY COMMISSION

Jan. 16th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

There will not be a monthly estimate this month on Unit No. 6 McCallister Section, contract 1880 as no work was done.

Very truly yours,

K. D. LITLE
Division Engineer

By
C. D. Carson
Office Engineer

cc. R. H. Baldock

CDC:AF

NOTED
State Highway Engineer

115-1003

August 20, 1936

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1890 awarded to you on July 2, 1936, for 2.10 miles grading of the Unit No. 3, McCallister Section of Little Butte Secondary Highway in Jackson County.

This copy is for your records and files.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

115-1003

July 3, 1936

Mc Nutt Brothers
Eugene, Oregon

Gentlemen:

Confirming our telegram of yesterday's date, the State Highway Commission awarded you on July 2, 1936 the contract for 1.7 miles grading on the Small Creek-Dolph Section of the Little Nestucca Secondary Highway in Tillamook County, based on your bid price of $42,269.00, and the contract for 2.1 miles grading on Unit No. 3, McCallister Section of the Little Butte Secondary Highway in Jackson County, based on your bid price of $53,485.00.

Contract forms for both of these jobs will follow shortly.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

CLASS OF SERVICE DESIRED			
DOMESTIC		FOREIGN	
TELEGRAM	X	FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables — All America Cables

Mackay Radio

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Form 2 Dbl

SALEM OREGON
JULY 2, 1936

MCNUTT BROTHERS
EUGENE OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR GRADING UNIT NUMBER THREE MCCALLISTER SECTION OF LITTLE BUTTE SECONDARY HIGHWAY IN JACKSON COUNTY AT YOUR BID PRICE OF FIFTY THREE THOUSAND FOUR HUNDRED EIGHTY FIVE DOLLARS SUBMITTED JUNE TWENTY SIXTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY

TELEGRAM

FORM 2-2-1 5M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Secondary

RECEIVED
MAY 28 1936
OREGON
STATE HIGHWAY COMMISSION

May 27, 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find Special Provisions and Engineer's Estimate for the Unit No. 3 McCallister Section grading, class "F". Under separate cover by express we are sending you today the following items.

Location map, scale 100', station 555 to P-1006 at junction with road to Fish Lake Dam

400' scale map, station 555 to 664
Profile on tracing cloth
3 rolls of platted cross sections
Book field notes
Book co-ordinates
Book yardage computation
Descriptions of right of way covering property to be acquired from Eric C. Nygren, Dalton and Lucille Terrill, John G. McCallister; Also descriptions for right of way across three tracts standing in the name of the U.S. Government or O&C revested.

I understand Jackson County acquired a 60 foot right of way several years ago but it has been necessary to revise the center line somewhat and in certain cases to acquire additional width right of way. I presume the revised right of way could be acquired either by Jackson County or the State for very nominal, if any additional, consideration except in the case of Eric Nygren. We require additional width across his place, part of which is irrigated land.

Additional width was laid out on the left of station 573 to 580 because this section shows slide movement in irrigated field and it is planned to place tile drain and to construct a ditch section with 1½ to 1 back slope and 3 to 1 slope from edge of roadbed.

Connection to the existing road will be provided near the east end of the project at approximate station 656.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AF

SPECIAL PROVISIONS

UNIT NO. 3 MCCALLISTER SECTION GRADING

TIME AND PLACE OF RECEIVING BIDS

JUNE, 1936

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract if awarded consists of the construction of 2 miles of highway roadbed on Unit No. 3 McCallister Section of the Little Butte Secondary Highway in Jackson County.

The west end of the project is at station 554+30, which station is approximately 18.5 miles east of the town of Eagle Point.

The east end of the project is at station 659.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than ~~Nov. 30, 1936~~ April 30th, 1937.

CLEARING AND GRUBBING

Specifications:

Same as Unit No. 2 McCallister Section

Areas within Which Clearing and Grubbing is to be done:

Same as Unit #2 McCallister Section

EARTHWORK

Specifications:

Same as Unit #2 McCallister Section

Classification:

Same as Unit #2 McCallister Section

Embankments to be Constructed in Horizontal Layers:

Same as Unit #2 McCallister Section

Approach Roads and Road Connections:

Same as Unit #2 McCallister Section

SPECIAL PROVISIONS

UNIT NO. 5 McCALLISTER
SECTION GRADING

Limitation on Widths of Trenches:

Same as Unit #2 McCallister Section

Limitation on Borrow Excavation:

Same as Unit #2 McCallister Section

Finishing work to be paid for on "Per Mile" Basis:

Same as Unit #2 McCallister Section

Measurement and Payment:

Same as Unit #2 McCallister Section

ROUNDING OF TOPS OF CUTBANKS

Work to be Done:

Same as Grays Creek-Powers Ranch

Manner of Performance:

Same as Grays Creek-Powers Ranch

Where Rounding Will Not be Required:

Same as Grays Creek-Powers Ranch

Measurement and Payment:

Same as Grays Creek-Powers Ranch

PIPE CULVERTS

Specifications:

Same as Unit #2 McCallister Section.

Size and Type of Pipe:

Same as Unit #2 McCallister Section

Iron Pipe To Be Coated With Asphalt:

Same as Unit #2 McCallister Section

SPECIAL PROVISIONS

UNIT NO. 3 McCALLISTER SECTION GRADING

Width of Trench:

Same as Grays Creek-Powers Ranch.

Bedding:

Same as Grays Creek-Powers Ranch.

Backfilling and Placing Embankment to Level of Top of Pipe:

Same as Grays Creek

Measurement and Payment:

Same as Grays Creek-Powers Ranch

MISCELLANEOUS PROVISIONS

HOURS OF EMPLOYMENT:

(This being an isolated project nearly twenty miles from the nearest place where it might be possible to obtain board and about thirty miles from the nearest town, Medford, where a certain supply of labor could be obtained and board and lodging obtained, it will probably be necessary for the contractor to erect camp there and for men to live there. Under these circumstances suggest 48 hour week)

SCHEDULE OF PERFORMANCE:

EMPLOYMENT AGENCY:

Medford

"FEDERAL AND STATE REQUIREMENTS PERTAINING TO EMPLOYMENT OF LABOR"

SPECIAL PROVISIONS

UNIT NO. 8 McCALLISTER
SECTION GRADING

May 27, 1938

E. A. COLLIER
Division Engineer

ENGINEER'S ESTIMATE

Clearing & grubbing	All specified			$ 1800.00
Trench Excavation	750 cu. yds.	at $1.00		750.00
Excavation, single class.	83000 cu. yds.	.50		41500.00
Overhaul	72000 C.Y.S.	.02		1440.00
Truck Haul	6500 Yd. Mi.	.20		1300.00
Finish Roadbed and Slopes	2 miles	$300.00		600.00
Rounding cutbanks	6000 lin. ft.	.10		600.00
18" culvert pipe	870 lin. ft.	2.50		2175.00
24" culvert pipe	470 lin. ft.	3.50		1645.00
8" draintile	600 lin. ft.	.50		300.00
Rock backfill	200 cu. yds.	1.50		300.00
			Total	52410.00
Plus 10% for engineering and contingencies				5241.00
				$57651.00

CONTRACT # 1891

129-1014 Small Creek-Dolph Section
Little Nestucca Secondary 1936

1891

#1891

RECEIVED
JAN 4 1937
FOR FILING
129-1014

January 2, 1937

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1891 for the construction of the Small Creek-Dolph Section of the Little Nestucca Secondary Highway in Tillamook County has been completed by the contractors, McNutt Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after January 12, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $41,509.76, including the final payment. Of this amount $184.69 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

T29-1014

RECEIVED
DEC 19 1936
FOR FILING

#1891

December 18, 1936

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Bros., in connection with Contract No. 1891, for the construction of the Small Creek-Dolph Section of the Little Nestucca Secondary Highway in Tillamook County. This payment will be made on or after December 28, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

CE

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

129-1014

November 30, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. H. Scott,
Resident Engineer,
Oregon State Highway Department,
Nehalem, Oregon.

Dear Sir:

Referring to the proposed construction of a section of planked roadway on the Little Nestucca Highway in order to make the road usable for Mr. Muscott to such an extent as it was previously usable:

The plan you have outlined, I think, would be satisfactory with this change. The longitudinal 3 x 12 planking should extend from the wheel guard to the outside of the sills, or nearly so. I think perhaps two 12-inch planks on each side would be satisfactory. Draw up a sketch of this to scale, see Mr. Muscott and ascertain if he would be satisfied with such construction over the section or sections of 1,600 feet you have indicated would be needed.

If this will satisfy Mr. Muscott, make out a state force order on contract work to cover this construction cost. Submit a requisition for the required material, and we will hasten the approval in order to get the roadway built before bad weather.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

Nehalem,Oregon, 129-1014

~~[illegible]~~ November 20th 1936

RECEIVED
NOV 23 1936
OFFICE OF
DIVISION ENGINEER
NO. 3

Mr F.D.Bacon,

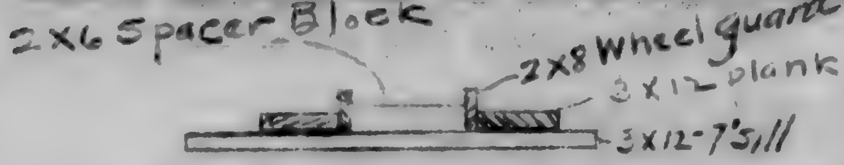
Division Engineer,

Oregon State Highway Dept.,

Salem,Oregon,

Dear Sir:

In reference to your letter of the 13th in whch you state that a letter has been received from Vinton,Marsh and Marsh ,Attorneys at McMinnville ,on behalf of Mr Muscott who lives near the Little Nestucca Higway about 2½ miles West of Dolph.



It was expected and anticipated that enough rock would be encountered in the grading job to rock the soft spots but no suitable rock was found and no gravel could be located that could be put on without crushing and even then a haul of about 6 miles would be necessary.There are no commercial plants within miles of the job.Some local people suggest that we use rock from the maintenance piles but this is oil rock and not graded right and is too fine.At the West end of the job,two cuts are wet and as they are in the shade ,they never dry out.Originally the road condition as far as getting along without surfacing was better in that the top soil was better.Mr Muscott has always been able to get out with a team but it is doubtful if can this winter.The road could be planked as per above sketch but this would take 1000 ft BM per 100 feet at $16.00 and at $14.00 for hauling.laying.nails etc would bring the cost to $30.00 per station.We have estimated 1600 lin feet would require planking or a total cost of not less than $480.00.Rocking is out of the question and has been since the job was completed,as suitable rock cannot be obtained nearby and to have tried to haul in by truck would have required rock probably at least two feet thick to hold up trucks and they would have torn up a lot road getting t to these places.Planking would be temporary and perhaps someone would take up the plank fo them next spring ,otherwise that would be an expense.

Considering the cost and that there is only one man living there and that winter is the short season for milk,I have been wondering whether or not it would not be cheaper to settle with him for part of the cost of improving or putting the road in shape so that he can get out.Before winter is over the road may get still worse and more might have to be repaired.

Yours truly,

J.H.Scott
Resident Engineer

cc R.H.Baldock ✓
cc H.G.Smith

MISSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

X

November 18, 1936.

IN REPLY PLEASE REFER TO FILE NO.

129-1014

129-1014

Mr. J. M. Scott,
Resident Engineer,
Oregon State Highway Department,
Nehalem, Oregon.

Dear Sir:

Mr. Vinton of Vinton, Marsh & Marsh, Attorneys, has written to Mr. Baldock in behalf of Mr. Muscott, farmer on the Little Nestucca Highway, regarding the condition of the newly constructed grade. He complains that he is unable to get out to Dolph with his milk products and is asking that the Commission make such repairs as will permit him to use the new road as he has in the past used the old road.

When this job was completed and we went over the final grade, there was some speculation as to the condition at one or two spots where springs were encountered causing a soft condition in the roadbed. We required the contractor to put in tile to alleviate this condition, and it was thought the roadbed would then be as suitable for use as the old road had been. Since no rock material was available in the vicinity, we saw no way of insuring a better condition for this winter's use.

Would you please make an investigation immediately and ascertain if Mr. Muscott's statement is correct as to the impossibility of getting in and out over the newly constructed grade. If, as I think might be the case, the purported impassable condition is likely confined to one or two stretches, this might be repaired with a temporary plank driveway. Please make a report on the whole situation and an estimate for such repairs as are necessary to make the road usable for the local traffic.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
M. G. Smith

RECEIVED
NOV 23 1936
FOR FILING

November 18, 1936

Vinton, Marsh & Marsh,
Attorneys-at-Law,
McMinnville, Oregon.

Attention: Mr. Vinton.

Gentlemen:

I have your letter of November 9 regarding the condition of the newly constructed section of the Little Nestucca Highway west of Dolph.

The old road that served the one or two residents along this section was an unsurfaced, crooked county road. It had been serving the local needs in this condition since the county had constructed it some years before. I understand Mr. Muscott, who is the only user during the winter period, has never been able to get in or out except by team during the wet season.

We had hoped and expected to put a rough rock topping on the new grade we constructed this summer, but found no rock or suitable material either on the job or anywhere within a reasonable hauling distance. There is good topping material on the lower end of this highway near Meda, but this can not be used until the next unit is constructed and several bridges built. Since the old road was a dirt road on poor grade and alignment and topping material was unavailable, we considered the condition after regrading no worse than previously existed.

We hope to construct this next westerly unit this coming year, at which time the entire grade will be surfaced to Dolph. In the meantime, I will have an investigation made and see if anything can be done to make a temporary betterment which will make it possible for Mr. Muscott to more easily transport his milk products to Dolph and the paved highway.

Yours very truly,

State Highway Engineer.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 12, 1936

IN REPLY PLEASE REFER TO FILE NO. 129-1014

Vinton, Marsh & Marsh
Attorneys-at-Law
McMinnville, Oregon

RECEIVED
NOV 14 1936
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Attention Mr. Vinton

Gentlemen:

We are making an investigation in response to your communication of November 9 requesting that we fix the road at the property of Lewis Muscott who resides on the Little Nestucca River. As soon as the engineer's report is received, you will be advised.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. F. D. Eason

VINTON, MARSH & MARSH

November 9th, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:-

I received a telephone call this morning from [illegible] ott who resides on the Little Nestucca river informing us that the Highway Commission has comp [illegible] has [illegible] unable to [illegible] unt of the [illegible].

He would like to know immediately if you can take some steps to fix the road [illegible] construction of the road.

[illegible]

Yours very truly,

Mr. Eason:

Please draw up a reply for my signature.

VINTON, MARSH & MARSH
ATTORNEYS-AT-LAW
McMINNVILLE, OREGON

W. T. VINTON
EUGENE E. MARSH
FRANCIS E. MARSH

RECEIVED
NOV 10 1936

November 9th, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I received a telephone call this morning from Lewis Muscott who resides on the Little Nestucca River informing us that the Highway Commission has completed a new road down the river and has graded it in such a way that Mr. Muscott is unable to get out to Dolph with his milk, etc. on account of the condition the commission has left the road in.

He would like to know immediately if you can take some steps to fix the road so he can get out as he could prior to the construction of the road.

We do not like to get into a controvery over this matter, but it does appear to us that something should be done to aid him in getting out with his produce from his ranch.

We would be pleased to hear from you in regard to this matter so we can inform Mr. Muscott.

Thanking you in advance, we are

Yours very truly,

VINTON, MARSH & MARSH

By: W. T. Vinton

WTV:C

Form 338—5M—5-30

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 10th, 1936

Section Small Creek-Dolph

Kind of work clearing-grading

Highway Little Nestucca Secondary

Section prefix 129-1014 state

Contractor Schutt Bros

Contract number 1991

Date of contract July 3rd, 1936

Date of completion October 31st, 1936

Date work started " 9th, 1936

Estimated date of completion " 8th, 1936

Amount of contract $42869.00

Per cent of time elapsed 83.9 %

Estimated cost of completed project, exclusive of engineering $43953.73

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1347.70, 3.0 %

Date project was completed October 8th, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Weather clear and dry all week. By using one tractor on dry ground to put the other one through in the wet cuts at the end of the job 411-420 contractor was able to finish. Job has been trimmed up and looks very well. Contract finished October 8th.

Will take about ten days or two ~~weeks~~ weeks to get out the final estimate. As Forrest is working on the final for the Brooks-Jordan Creek Section, will take a car down to Cornett and he will make a R/W survey at ~~Rr~~ Hebo and also stake portions of the old R/W reserved between Dolph and Hebo. This will take about two weeks.

NOTED
H. G. SMITH

RECEIVED
OCT 13 1936
CONSTR[illegible]

Signed J. J. Scott

Address Hebo, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.7				
Miles partially completed	1.7				
Miles completed	1.7				
Total estimated quantities	96000				
Estimated quantities moved or placed to date	96000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	18				

Percentages of men employed on contract to be secured from: Nearby

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Tillamook COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6					12	18
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......

Compressors ......, Bull Dozers 2, Sheet-foot rollers ......, ..., ..., ...

October	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 4th	Clear and warm all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

129-1014

August 21, 1936

MARYLAND CASUALTY COMPANY
[illegible] & ROWLAND, Inc., Agent
Washington Building
Tacoma, Washington

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 1891 for construction of the Small Creek-Dolph Section of the Little Nestucca Secondary Highway, in Tillamook County, which was awarded to McNutt Bros. on July 2, 1936.

This copy is for your records and files, inasmuch as you are the surety on the bond furnished by the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

129-1014

August 21, 1936

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 1881, for the construction of the Small Creek-Dolph Section of the Little Nestucca Secondary Highway, in Tillamook County, which was awarded you on July 2, 1936.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

129-1014

July 9th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. E. Mason
Division Engineer
State Highway Dept.
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Contractor Earl McNutt called at the office today with regard to the Small Creek-Dolph Section of the Little Nestucca Secondary Highway. He states that he has a large crew of men reporting on the job and starting to clear, but that no right of way stakes have been set and no engineering crew has reported as yet.

I instructed Ross to get in touch with Scott immediately. Mr. McNutt expects to rush this job through before the rainy season. The attention of the Resident Engineer should be called to the extraordinary progress which McNutt usually makes.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

124-1014

x

July 3, 1936

Mc Nutt Brothers
Eugene, Oregon

Gentlemen:

Confirming our telegram of yesterday's date, the State Highway Commission awarded you on July 2, 1936 the contract for 1.7 miles grading in the Small Creek-Dolph Section of the Little Nestucca Secondary Highway in Tillamook County, based on your bid price of $42,269.00, and the contract for 2.1 miles grading on Unit No. 3, McCallister Section of the Little Butte Secondary Highway in Jackson County, based on your bid price of $53,485.00.

Contract forms for both of these jobs will follow shortly.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DP

129-1014

CLASS OF SERVICE DESIRED			
DOMESTIC		FOREIGN	
TELEGRAM	X	FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables — TELEGRAMS CABLEGRAMS RADIOGRAMS — All America Cables

Mackay Radio

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Form 2 Dbl

SALEM OREGON
JULY 2 1936

MCNUTT BROTHERS

EUGENE OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR GRADING SMALL CREEK DOLPH SECTION OF LITTLE NESTUCCA HIGHWAY IN TILLAMOOK COUNTY AT YOUR BID PRICE OF FORTY TWO THOUSAND TWO HUNDRED SIXTY NINE DOLLARS SUBMITTED JUNE TWENTY SIXTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

FORM 6-S-1 500 1-34
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

Const
Projects
Secondary
Little Nestucca

June 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED

Attention: Mr. H. G. Smith.

Dear Sir:

There are attached hereto suggestions for special provisions, an estimate, a mass diagram, profile on tracing cloth, one pad grades and computations, a right of way chart to show clearing limits, cross sections and a 400-foot map in connection with the proposed Small Creek-Dolph Section of the Little Nestucca Secondary Highway in Tillamook County. This project is scheduled for letting this month.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

cc R. H. Baldock ✓

FORM 9-A-1 5M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Project
Secondary
Little Nestucca

May 29th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

The Commission expects the contracting of the Little Nestucca job at the June letting in order that the grading can be done during the summer months.

It is absolutely necessary then that these plans and right of way descriptions be turned over to Probert's office today, and therefore, I have requested your office to submit them to me in order that I have time to look them over.

If you have any further work to do on them it would be necessary that it be done in conjunction with the work going forward in Probert's office.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 1851 Ends with: Contract # 1891

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 26 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU microfilm 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 7 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden